ADVENTUROUS RAILROADING AND RAIL HOBBIES

RAILROAD

MAGAZINE

02836

$1.50 DECEMBER 1978

AFTER GRASSHOPPERS, CAME JIM HILL

BY FREEMAN HUBBARD

OUR READER'S SURVEY

NEW COLOR ALBUM

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ILFORD

RAILROAD Magazine

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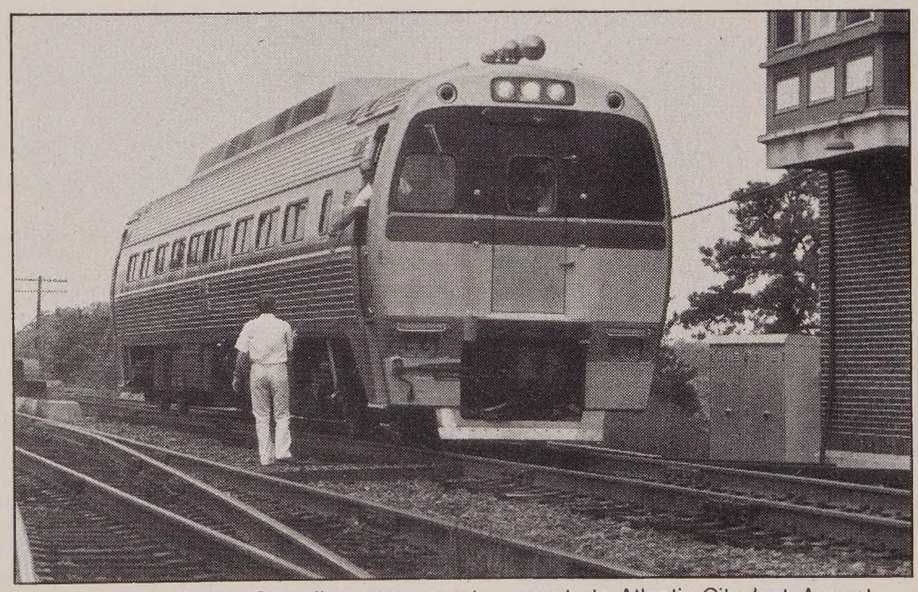


Photograph by H. Gerald MacDonald

Op hands up order for Conrail passenger extra enroute to Atlantic City last August.

CHANGE OF ADDRESS: Postmaster, please mail Form 3579 to RAILROAD, Portland Place, Boulder Colo. 80302

Kim Quakenbush snaps ATSF crane being used to lay shoo-fly track in railroad's Lawrence, Kan., yard.

THE MAIL CAR

where editors and readers meet

Pullman, Ill., in the 1890s was a handsome showplace in the area where officials lived; but the workers' homes, as shown here, were rough shacks.

OUR FRONT COVER, courtesy of the Union Pacific Railroad, is a colorful night scene showing UP diesel units headed by No. 3075 at Salt Lake City, Utah. On the back cover you see East Broad Top 2-8-2 No. 12 (Baldwin, 1911) backing on the turntable lead past EBT shop buildings and water plug at Orbisonia, Pa., in a swirl of steam during the Winter Spectacular of February, 1970. This photo was made by *Interesting Railfan* Dan Fink, 24 Seneca Ave., Geneseo, N.Y. 11454, using a 2¼" square Bronica color negative filh.

Survey of Readers

AS WE GO to press, approximately 1,500 persons have answered our Readers Survey postcards; others are dribbling in every day. Thanks a lot. Of the 1,500, more than half are over age 55; a generous quarter of the total are 36-55; the rest are either under 36 or did not indicate their ages. An overwhelming proportion in this poll subscribe to *Railroad* instead of buying it at news-stands or hobby shops. In this respect they are thrifty as a Scotsman; they like to save money. Nearly all say they read the magazine every month.

Preferences for our June, July, and August '78 issues run in that order, with the later two greatly predominating, those two carrying our Color Album. That was no surprise. Some readers voted for all three. Incidentally, we keep getting letters of appreciation for those 4 additional pages of color. As for the description of *Railroad* as a magazine of good pictures, good stories (factual and fiction), or good news of today's railroading, the pictures run first, followed by stories and news. Some cards indicated all three.

As for what our readers want more of, steam and pictures are tied for first place. Old times runs second. Stories run third, diesel fourth, and electric railroads fifth. Modern material, fiction, and streetcars are virtually tied for sixth place, but if we were to combine electric railroads with streetcars, "juice" would run in second place. Our readers' occupations—business, professional, so-called "blue-collar" workers, numerous railroad employes—are so varied that there would be no point in our trying to classify them.

The poll was good. It helps us to produce, to an even greater extent, the kind of magazine you want.

Over the years, thousands of readers have been saying they enjoy *Railroad* as a whole, with individual preferences for more of this or that. Please continue to send us comments and suggestions. We like to read your letters, but time does not permit us to acknowledge all the mail we get.

Views and Reviews

JOHN ROBINSON CIRCUS train was wrecked in the "Big Bull" tunnel in southern West Virginia between Banner and Virginia City on the Norfolk & Western. Who can tell me when? Big Bull is nearly a mile long, the longest tunnel east of the Mississippi River. The man who originally surveyed it, sometimes before 1900, lost his mind because the builders working from each end failed to meet in the middle. I have several trunks full of pictures I collected during my active days of circus trouping. One shows Mary, a killer elephant, being hanged by a Clinchfield Railroad derrick on Sept. 13, 1916, at Erwin, Tenn.—Charlie Campbell, 150 10th St. N.E., Atlanta, Ga. 30309.

MANY YOUNG PEOPLE are unaware that formal training for transportation careers is available. Indiana University, Penn State, the University of Maryland, the University of Tennessee, etc., offer these courses. Here in Indiana, for example, we have long had them on the bachelor's, master's, and doctoral degree levels. Graduates enjoy successful careers in railroading and other forms of transportation. Some are general managers; one is a vice president.—George M. Smerk, Professor of Transportation, Indiana University, Graduate School of Business, Bloomington, Ind. 47401.

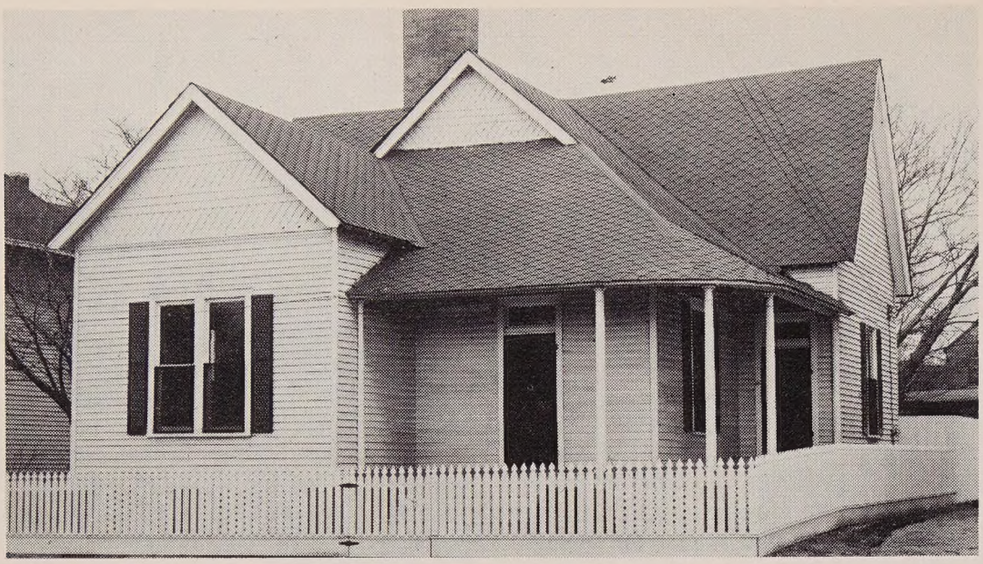
PULLMAN, Illinois, was a company town. Its name is a reminder of the days of elegant rail travel. It also identifies the firm (originally the Pullman Palace Car Co., now Pullman Inc., a National Trust corporate associate) that pioneered the sleeping car and the town which George M. Pullman build adjacent to his factory. Construction of the town, 14 miles south of Chicago's Loop, started in 1880, following the plans of architect Solon S. Beman and landscape architect Nathan F. Barrett. Government reaction to the Pullman Strike of 1894 was to change things, however.

A court ruling in 1898 forced the company to sell its non-industrial properties, and the community became just another Chicago neighborhood. In the 1960s the city decided the area would make a good industrial park. But the Pullman Civic Organization was formed to fight the plan and the idea died. An offshoot of that group, the Historic Pullman Foundation was organized in 1973 and is active in restoring the neighborhood—a National Historic Landmark.

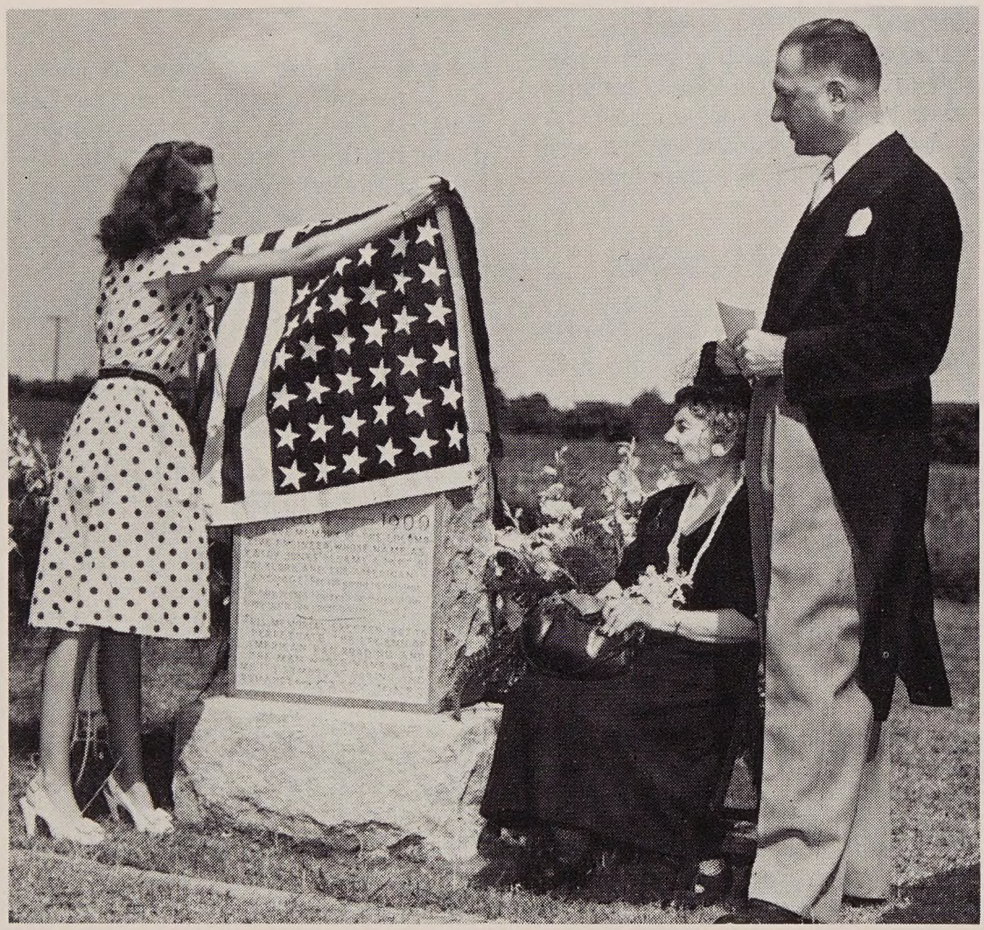
HIGH TAX BRACKET investors searching for a tax shelter and high return on their investment are discovering that boxcars offer a good investment value. Many railroads cannot afford to buy outright the rolling stock they need so they offer *per diem,* incentive, and mileage fees to rent the cars.

Utilization is the key to return on investment. Each day a car is in service it draws a base rate of $10.39, plus a *per diem* incentive of $11.55. The tariff also calls for a fee of 5.1 cents a mile, with cars averaging about 50 miles a day.

With the price tag of an XF car ranging between $31,000 and $33,000, some investors claim as much as a 20% return on their money. Depreciation charges and a 10% investment credit written off taxes owed also help the investor.



Casey Jones' old home in Jackson, Tenn., now a museum, will be moved elsewhere in the same city. (Below) Barbara Jones unveiled a monument at grandfather Jones' grave in a Jackson cemetery in 1947 in the presence of Casey's widow and Lucius Beebe, who erected the memorial.



The Personality Parade

ROGERS E.M. WHITAKER, widely known as E.M. Frimbo, besides being a journalist, a book author, holder of the world's record for rail passenger travel, and one of our *Interesting Railfans,* has had a Chessie System railway car named for him. *The New Yorker* magazine told about the christening ceremony at Grand Ledge, Michigan.

"*E.M. Frimbo,*" it says, "weighs 172,000 pounds, is 79 feet 5 and one-eighth inches long, is painted bright yellow, has a kitchen at one end and a bookstall at the other, and is now in the middle of a 6-month journey that will take it through 10 states, during which it will probably serve something like 2500 breakfasts of scrambled eggs and sausage, all cooked to order." The writer refers to Chessie's "third-of-a-mile-long, steam-hauled, passenger train in which *E.M. Frimbo* is now imbedded all over its lines." The train began as a Sesquicentennial special and was repeated the following year as a "Sesquicentennial-et-unum."

Whitaker himself, "the world's most redoubtable railroad buff," officiated at the christening. "But instead of cracking the bottle against the side of the car, Frimbo eased out the cork and said, 'Will someone please give me a small glass? The champagne is too good to use all of it to baptize even a car named *E.M. Frimbo.*' "

CHARLES KNUDSEN, author, publisher of the book *Chicago & North Western Steam Power, 1848-1956, Classes A-Z,* has finally crossed the Great Divide where all pony tracks point one way. He went firing on the C&NW in 1920, was promoted to engineer, and served an operating assistant on the road from 1956 until his retirement.

CASEY JONES' WIDOW was very angry one hot June day in 1950. Members of four Oregon divisions of the Brotherhood of Locomotive Engineers had developed a beautiful flower, which they named the Casey Jones rose, for the Portland Rose Festival and had sent this rosebush to the widow. She was then still living in the white frame house (now a museum) in Jackson, Tenn., which she had shared with Casey until his death half a century before. Mrs. Jones was proud of the rosebush. She planted it on her husband's grave in Mt. Calvary Cemetery on the edge of Jackson. Next morning, she went there to water it. The rosebush was gone . . . stolen by a souvenir hunter! What the old lady said on that occasion would not look well in print.

We learn from Charles E. Arnold of the American Association for State and Local History, Nashville, Tenn., that a lower court has upheld the proposed removal of Casey Jones's old home from its original site in Jackson to another part of the city.

JOHN CAMPBELL, 74, a retired Southern Pacific track foreman, lives with his wife Bertha in a tiny wooden house surrounded by heavy rail traffic. He bought it from the SP for $100. Each month he pays the railroad $25 rent for the land it occupies. The house stands in Millbrae, Calif., within 15 feet of the tracks. To the west are busy north-south tracks. To the east, spur lines branch out to serve an industrial area. A normal 24-hour period finds 44 passenger trains and 34 freights throbbing by the Campbell abode. "We get used to it," Campbell says. "Sometimes they wake us up. The house may shake, rattle, and roll a bit but nothing inside has to be nailed down."

FOSTER, Wisconsin, was named for N.C. Foster, a rich eccentric who built and operated the Fairchild & North Eastern RR. Dubbed the "Foster & Nobody Else," it ran between the hamlet and Fairchild, 15 miles to the east. Fos-

Teddy Roosevelt in a Santa Fe engine cab near Redlands, Calif., in 1904. He always made a point of greeting the crews on his "whistle-stop" campaign trains.

ter was a capable business man who made his money in lumber and spent it building railroads.

In the late 1880s he built a railroad west from Fairchild to Mondon, Wis., about 35 miles. First he called it the Fairchild & Mondon, then the Sault Ste. Marie & South Western. This pike must have been profitable, for it was sold about 1892 at a good price to the Chicago, St. Paul, Minneapolis & Omaha.

MARION STOPPELMOOR, a Chicago & North Western freight engineer, recently found himself guest of honor at a surprise party when he guided his train into the village of Gettysburg, S.D., and a cheering crowd swarmed over the track. "Why are you stopping this train?" he asked. Someone shouted, "Because we love you." Mayor Pete Klein said it was also because that farming community of 5,000 population, 60 miles northeast of Pierre, S.D., is concerned about the future of rail service in that area.

Although CNW hasn't announced canceling service into Gettysburg, they have won permission to abandon a route from Winner into Nebraska. And Milwaukee Road is seeking to eliminate four feeder lines into North Dakota. That would force the farmers to turn to trucks to bring fertilizer in and grain out.

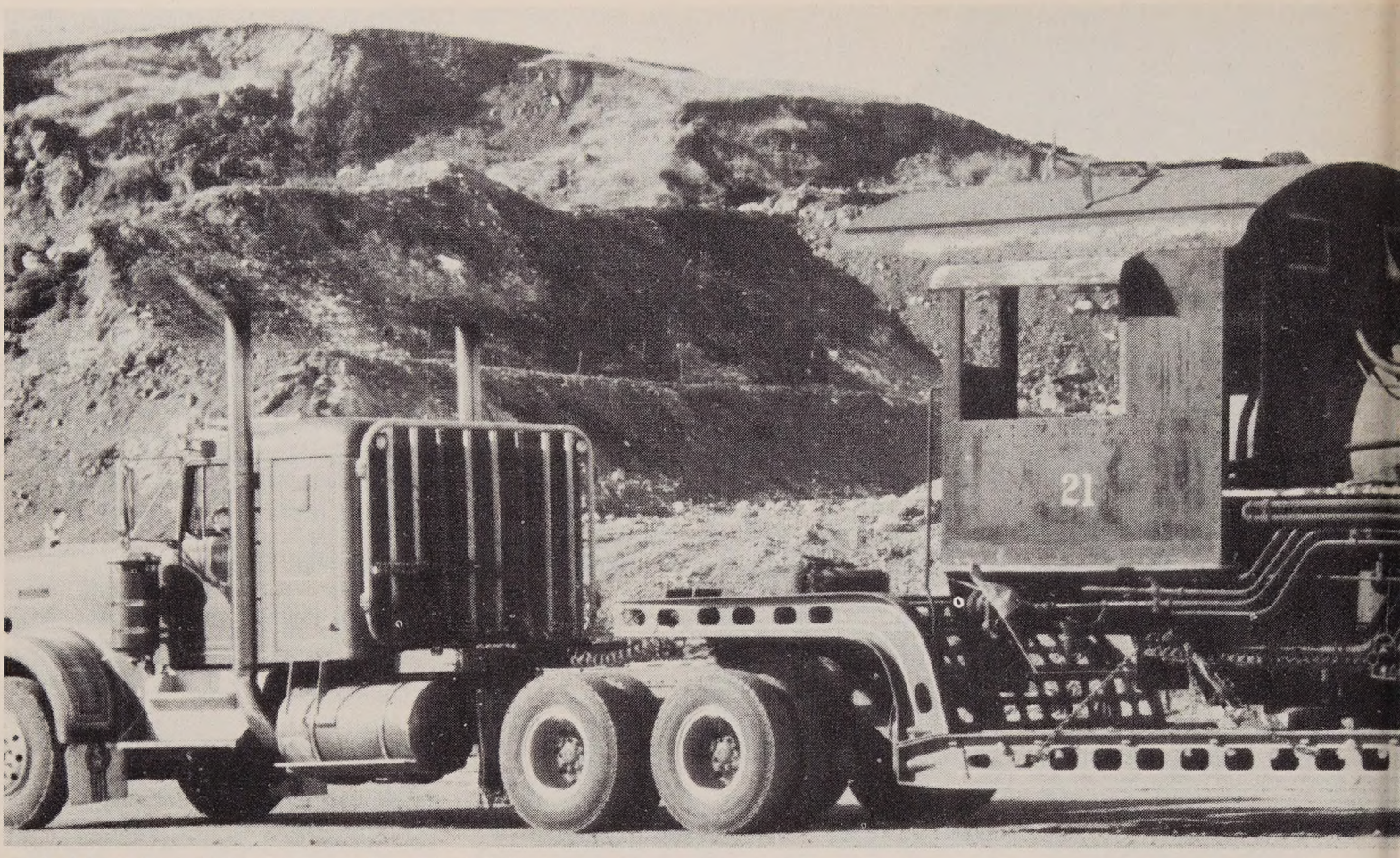
THEODORE ROOSEVELT did much of his Presidential campaigning by rail. It was known as "whistle-stopping." Newspapermen rode with him. On one occasion the conductor announced they'd stop for five minutes at Bloomington, Illinois. A reporter, needing stationery, got off to buy some in the station. When he came out he saw to his dismay that the special was leaving without him! Though he ran after the train as hard as he could, it seemed to widen the distance between them.

Teddy was on the observation platform. He leaned over the railing and shouted at the top of his capable lungs: "Come on, you can make it! Come on, you can make it!" Roosevelt raised the platform door, stepped down, and stuck out his hand.

Later, the reporter said: "I was just about to give up, but I made a spurt that to this day I do not understand. Grasping Teddy's outstretched hand, I was dragged up the steps, where I lay on the platform, utterly exhausted. I *had to* make it. Teddy expected me to, and with his encouragement I did."

The Outmoded ICC

FRUSTRATING PROBLEMS posed by outmoded Interstate Commerce Commission rate regulation and "outlandish" ICC intervention in the management of rail oper-



Part of Santa Maria Valley 21 leaving San Rafael, Calif., for new home at the Puget Sound Railway Historical Assn. museum at Snoqualmie, Wash., May 18, 1978.

ations are major obstacles to railroad car utilization, according to William H. Dempsey, president of the Association of American Railroads. He told a subcommittee of the House Committee on Interstate and Foreign Commerce that the railroads have been hard put to meet unusual traffic needs in recent months. For example, the sudden and unforeseeable increase in the world price of grain produced a demand for grain haulage exceeding "anything the rail system could reasonably be expected to handle on short notice."

Mr. Dempsey said additional problems were the severe winter of 1977-'78 and the long coal strike—with the later abnormal demand for coal movement. "The railroad industry responded by moving both coal and grain in all-time record quantities," he stated. But its ability to respond to such peaks has been hampered by the chronically depressed earnings of recent years, Mr. Dempsey noted. The causes of the railroads' restricted abilities are not hard to find, he declared. "They derive simply and solely from the economic regulation of the industry by the Interstate Commerce Commission."

On the one hand, the ICC has frustrated "and continues to frustrate" the railroad industry in its attempts to generate additional revenues on that traffic which is capable of paying higher rates and which could sustain higher capital and maintenance expenditures.

"On the other hand," the AAR president said, "the fine-grained web of ICC rate regulation has not merely discouraged, but effectively prevented the railroad companies from making short-term upward adjustments in their rates to damp down otherwise unmanageable demands on finite amounts of rail transportation capacity. While the grain industry, the coal industry, the truckers, and the barge lines are left free to generate whatever profit they can from an increase in the price of the commodities they produce or move, the railroads are told by the ICC that they cannot increase their rates and profit margins above some arbitrary, inadequate levels.

Our Monthly Newscast

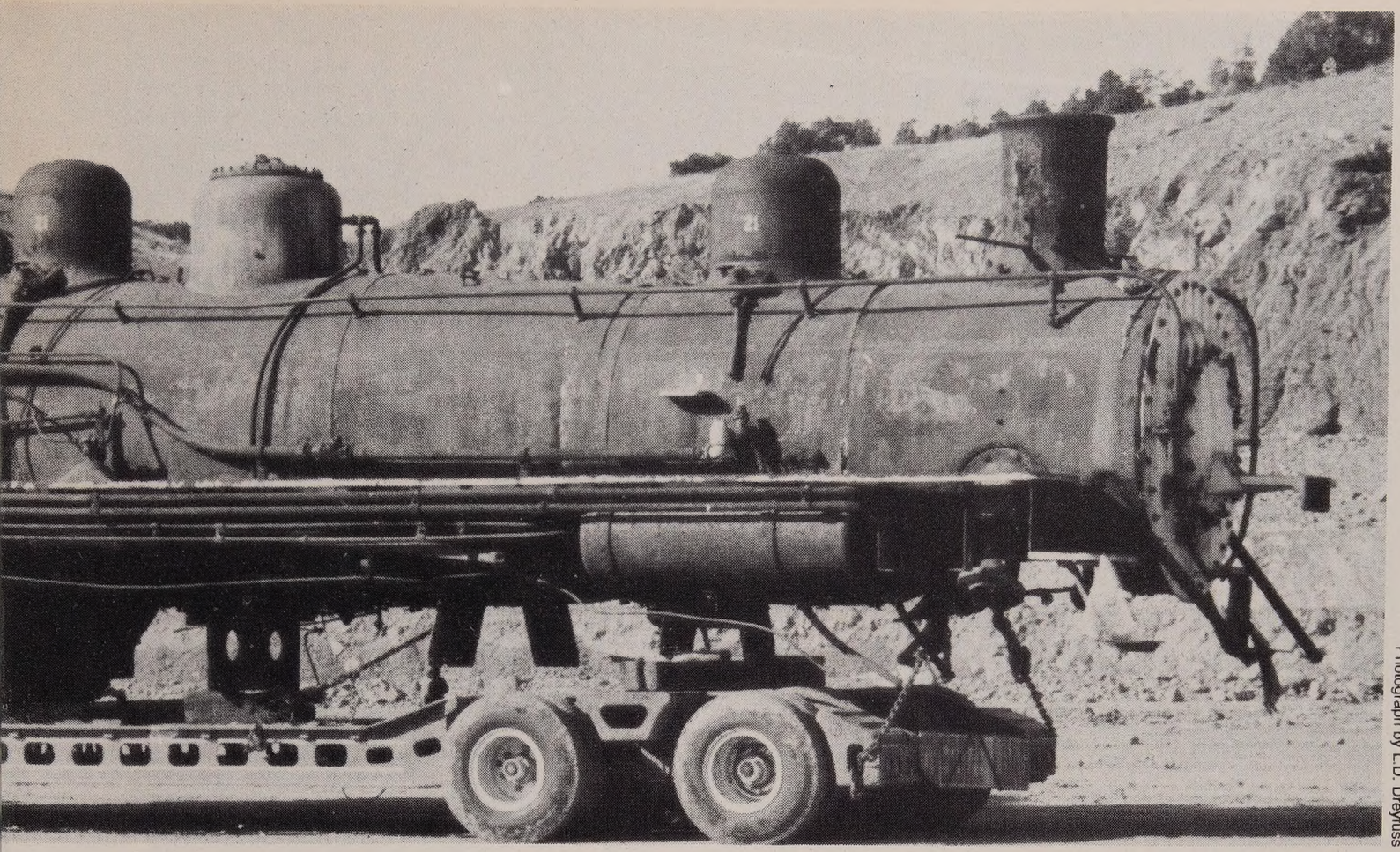
ONE OF THE GREATEST railbooks of all time, *Fogg and Steam: A Regional Look at Steam in North America*—certainly among the highest-priced—will probably be off the press before you read these words. Bookmaster Gorton T.H. Wilbur will then review it adequately in our magazine. We have already had a preview of this giant volume (page size 11x14"), printed on thick supercoated stock, with superb illustrations and generous text matter—172 pages in all.

It is essentially a collection of opulent color paintings of U.S. and Canadian trains (some in black and white also) by Howard Fogg, who is second to none in this field, with dramatic accounts of these trains by Frank Clodfelter and contributions by the late Otto Kuhler, W. Graham Claytor, Omer Lavallee, and Jim Scribbins—all six of whom are *Interesting Railfans*—and by J. Norman Lowe and Louis M. Newton.

Frank is not only a good writer and author of fact articles in previous issues of *Railroad Magazine* but is also a locomotive engineer on the Southern. *Fogg and Steam* is priced at $75, but until Dec 31st it may be had at a prepublication cost of $65 from Pruett Publishing Co., 3235 Prairie Ave., Boulder, Colo. 80301. Also available from *Railroad* Magazine Book Service. The high quality of its illustrations is shown by one of them, painted by Howard Fogg from a color photo made by Nick Morant, Canada's top rail photographer, reproduced on pages 33-34 of this issue of *Railroad*.

FUEL SAVINGS of nearly 6,000 gallons per 4,400-mile round trip between Chicago and Los Angeles have been achieved by a full train of Santa Fe's unique "Ten-Pack" piggyback cars carrying 100 trailers.

"We had anticipated savings of about 5,200 gallons per round trip," said Larry



Photograph by L.D. Dreyfuss

Cena, president, "and are gratified that results under actual operating conditions have exceeded our estimates by 12 percent. The equipment's lighter weight also enables us to run the train with three locomotive units, rather than the four required by conventional piggyback flatcars. With a new diesel unit having a price tag of around $700,000, this is an important factor."

UNION PACIFIC is selling at $8.50 each, postpaid, handsome leather belts decorated with a freight-train picture and a UP shield. Contact the Advertising Department, 1416 Dodge Street, Room 100, Omaha, Nebr. 68179.

AUTO-TRAIN CORP. has signed an agreement with the Mexican government and private investors to establish in Mexico a service similar to its present automobile/passenger set-up. Auto Tren de Mexico, due to start operations next April, will run about 760 miles between Nuevo Laredo, which is across the Rio Grande River from Laredo, Texas, to Queretarro, 100 miles from Mexico City.

AT ANY GIVEN INSTANT, a total of 75,000 freight cars are on Southern Railway's 10,500 miles of track in 13 Southeastern states. To assure maximum use of each car and to expedite shipments, a computer center in Atlanta coordinates their "distribution." Precise temperature and humidity control is critical in any large data processing center. The Southern uses a system composed of two York centrifugal liquid chillers to maintain the proper environment for its six IBM mainframe computers and the cluster of peripherals and storage systems housed at the Atlanta center.

MONONGAHELA CONNECTING RR. of Pittsburgh now has a Railweight, Inc. system for weighing freight cars as they move in their coupled trains at speeds up to six mph. The road weighs expensive scrap. These weights are used by the sellers and buyers for determining how much to pay for, as well as by the railroad to determine the tariff costs for transporting the materials.

ICC HAS DENIED a Canton Railroad request to abandon their entire 39-mile route and switching service in southeast Baltimore, Md.

CONRAIL has inaugurated two new through freight train schedules to improve traffic movement between points in Ohio, Michigan, Indiana, and Illinois. In railroad parlance they are known as "Yoel" and "Toyo." The former starts at Gateway Yard in Youngstown, Ohio, receiving traffic originating on the Pittsburgh & Lake Erie. The train gathers traffic at Lordstown, Canton, and Mansfield, Ohio, then operates directly to Conrail's electronic yard at Elkhart, Ind., to connect with run-through trains bound for western railroads via Chicago. Toyo operates from Conrail's Stanley Yard at Toledo to Youngstown.

AMTRAK'S P-811, a $1.5 million tracklaying machine, was seen chugging through Rhode Island's Great Swamp. It weighs about 168 tons and was stretched for a quarter-mile along the tracks as it picked up old wooden ties and replaced them with new ones made of concrete. It also rips up rails and replaces them with a continuous welded line of steel. Amtrak is replacing 75 miles of ties between Boston and New York this year, and a total of 424 miles between Boston and Washington by 1981. Officials said the giant machine, with its crew of 160 persons, can replace track 3½ times as fast as workers can by hand. We wonder how the legendary John Henry would have reacted to this challenge if he had been a gandy dancer instead of a "steel-drivin' man."

CHESAPEAKE & OHIO has closed its mainline between Cottage Grove, Ind., and its new yard in Cincinnati, Ohio, thus cutting out the famous Cheviot Hill climb. C&O trains are now traveling over the B&O through Hamil-

Times have changed since gandy dancers, or track gangs like these, worked the mainline or sidetracks. Modern high-powered machinery do job in day that took gang over a week years ago.

ton, Ohio, west to Cottage Grove and then back onto the C&O main steam. Cottage Grove train-order office has been reopened.—Dale Adams (C&O brakeman), 48 N. Sheffield Ave., Indianapolis, Ind. 46222.

THE 8-YEAR bankruptcy of Penn Central Transportation Co. (not the railroad) ended Oct. 24th with a reorganized company known as Penn Central Corp. A federal judge, John P. Fullam, who had been overseeing the reorganization, authorized the formation of the new company and the transfer of the old company's management from three court-appointed trustees to a new board of directors.

The reorganized company is responsible for distributing cash, securities, and common stock in settlement of more than $3 billion in claims against the old Penn Central Transportation Co. The new company operates real estate, recreation, and energy enterprises.

Trackman on a Rail Gang

BEING A TRACKMAN on a high-production rail gang for Conrail's Lehigh Division, I was much interested in your recent item about welded rail. Continuous welded rail is dropped off alongside the right-of-way. From there it is a combination of men and machines to install a mile of rail a day. That is complete, from ripping it out to putting on the last rail anchor (or creeper).

The work begins as one of two mobile cranes, which runs on high railers, threads the rail into the gauge with a triangular roller. Then it places various machines onto the track, the first of which is a bolt machine. The operator of it must remove every nut and bolt from the joints as he comes to them. He is followed by a welder who burns off stubborn bolts and bond wires. His equipment is pushed on a small ditch truck.

Next to come are two spike-pullers, each operated by two men. These machines have spring-loaded jaws which are locked around the head of the spikes. A centrifugal arm hits the upper part of the jaw and removes the spike. These are followed by a man who removes all the splice bars from each joint. This is my job on the gang.

A crew of six is the next to come in the ripping-out phase. Two men operate a scrap-picker, which has two conveyor belts. The men pick up all spikes, nuts and bolts and old anchors. (These are removed by a man who works ahead of the gang.) Then, two men roll away the old rails with rail-rolling tools.

They are followed by two or more men who take off all the tie plates and pull bent spikes that the machine missed.

After all the old hardware is removed, the spaces between each tie must be cleaned of excess stone and dirt. A steel-wheeled cribber and a brush-type sweeper are usually employed for this job. Then all the holes left from the pulled spikes must be plugged. Two hydraulic pluggers are used and sometimes at a very slow pace. These machines are complex affairs with many pumps and hoses. For that matter, all the self-powered machines on the gang are strange, if nothing else.

When all the holes are plugged, the tops of the ties as well as the excess plugs are shaved off to accommodate new tie plates. A rotary type adzer used here is very dangerous. It spews wood, rocks, and dirt fifty feet in each direction. The ties are almost raw wood after this machine goes over them. A small push-type sprayer is rolled along to spray a volatile juice on each tie. It is a combination of creosote and alcohol, hence the name Creosol.

The second crane that guides the new rail into place and is spiked every ten ties or so. The plates are put just prior to this step. They are aligned to the proper gage with a sliding instrument to ensure the gage is the right size. Next, an Electroswitch Tamper tamps nearly all ties up to meet the rail. It makes sure the roadbed is solid and the tie plates are snug. Right behind the tamper are two men who gage the track to the exact size.

Three tie-borers are next in the phase of rebuilding. They drill two-inch holes into every tie, so that the next crew can start spikes properly. A self-powered material cart is loaded with new spikes which are distributed by hand. Then five or six men armed with mallets (some up to ten pounds each) start the spikes. They must be straight so the jackhammers don't bend them.

A huge compressor is the power source for two dual jackhammers. Sometimes, when four spikes are used on a curve, an extra hand-carried one gives the other operators much needed help. The compressor must also power itself along the tracks. This is followed by another material cart used for distributing rail anchors. Two men slip the anchor in place so that two anchor machines can squeeze them onto the new rail lengths.

A rail heater is sometimes used, mostly in cooler weather, to expand the rails to the proper length. It can be calculated in advance just how much each section will expand and contract. This practice is usually reserved for brand new steel rails. Old rails have been recycled into welded sections, but cannot allow for expansion. Which is why the older materials is used primarily on secondary lines where there isn't much traffic. The very last crew is the "quality control" gang. They are responsible for removing all bent spikes and for making sure all the new rail anchors are fit snugly.

We work on the road about 9 months of the year. While we are away, we live in camp cars. At first, we had WWI issue Army cars. Now we have modern mobile home types which sit in the more shady parts of railroad towns. They are carted around on short flatcars.—Frank J. Raniere, 47 E. Guepp St., Bethlehem, Pa. 18018.

On the Texas Panhandle

I WAS RIDING Santa Fe train No. 25 from Newton, Kansas, to Amarillo, Texas, one hot August day in 1935. Stretched out over two seats in the smoking car, I got a few hours of uncomfortable shut-eye. Awaking about 4 a.m., I strolled back to the rear vestibule to stretch my legs and get some fresh air. Opening a Dutch door, I allowed the ozone to whip around me. After a station stop at Miami, Texas, the train climbed 900 feet of altitude.

Our engine, the 1353, a sturdy 4-6-2, was wrapping up the miles toward her 6 a.m. Amarillo arrival. Summer dawn lit up the eastern Panhandle sky. Now and then a sharp ear could barely pick up the cacophany of chirping insects

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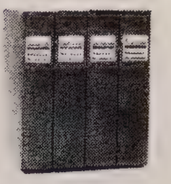

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above the train noises, mostly the rumble and clicking of six-wheel trucks passing over jointed rail, long before the welded variety. The 1365's whistle echoed against the stark bluffs along Red Deer Creek.

Just 75 years before that time, Comanche and Kiowa Indians, roaming the prairie, hunted bison. In this very area thousands of the big, harmless, shaggy beasts made their last stand before the white hide-hunters left their skeletons to bleach in the sun. Later, after the Santa Fe had built westward through Kansas, wagon-trains hauled the skeletons to railway stations. At Dodge City the white bones were placed in huge long piles beside the track, awaiting shipment east to be ground up as bonemeal and charcoal—another example of man's greed and disregard for Nature.

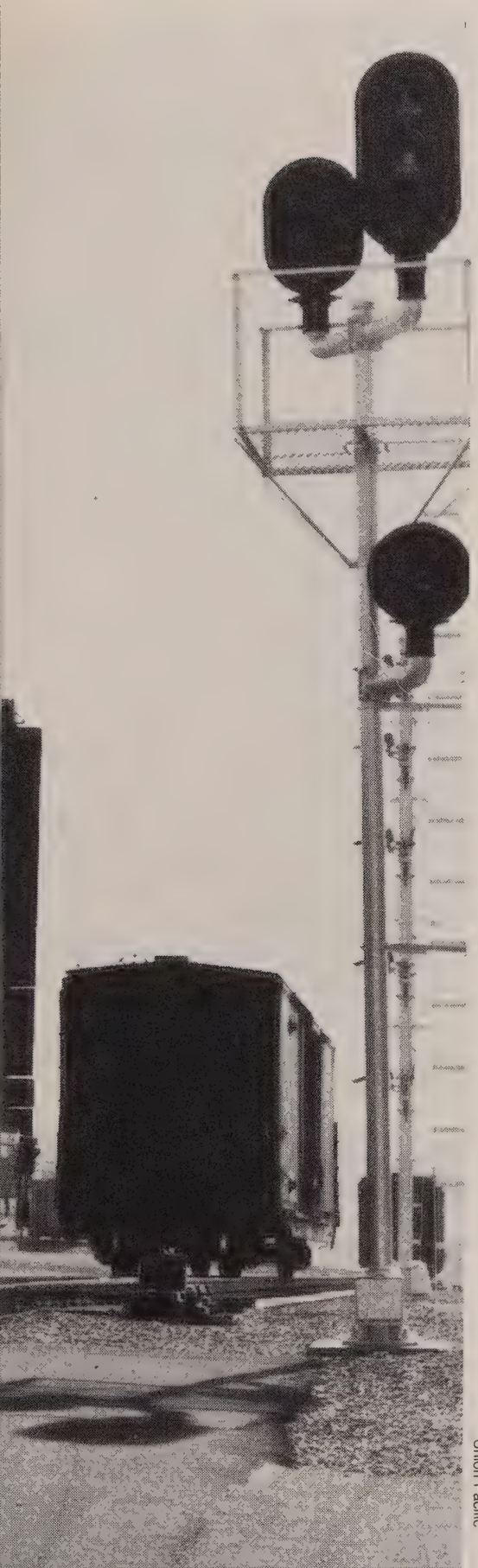
Just a few miles from this right-of-way of the Panhandle & Santa Fe (the railway's corporate name in West Texas) the arrogant yellow-haired Colonel George A. Custer bivouacked his troops in the late 1860s, little dreaming of

Switchman pulls lever to uncouple carload of lumber and send it down the Hinkle hump track to classification track for assembly into outbound tracks. Cars are pushed over hump at 15-second intervals by two locomotives.

his future death at the hands of native Americans whom he was helping to expel from their own land.

These thoughts filled my mind as the 1353's 73-inch drivers pounded on toward Pampa. Her rapid exhaust flowed back along the cars, together with the aroma of steam and oil and the hiss of a brake-pipe reduction as the hoghead shut off the throttle, slowing for a station stop. I observed head-end activity, the clang of cream cans, an iron-wheeled luggage truck clunking over station platform bricks, jovial banter between a baggageman and the 3rd-trick operator.

I watched the rise and fall of the parlor brakeman's electric lantern and heard two short whistle blasts from the 4-6-2, moving again. Carbon-burning shreds of the carbon black plants (used in the tire and paint industry) blackened the horizon for miles. It was an eerie sight for first-time passengers in that area. (Today, the carbon is refined by a smokeless method for environmental reasons.) These are among my impressions of steam railroading's golden age. Those of us who were around then are, indeed, fortunate.—William O. Gibson, 4427 30th St., San Diego, Calif. 92116.



Union Pacific

Canada Heard From

A COMMISSION set up by Canadian Transport Minister Otto Lang to study Newfoundland's transportation needs has recommended abandoning the 600 miles of 42-inch-gage railway in the island province. According to the commission, "the line has never made a profit and should be replaced by better roads." Rail service was introduced to Newfoundland in 1881 when the government of the British colony (then separate from Canada) chartered the Newfoundland Railway. This system has since remained North America's longest narrow-gage line. At one time it extended to 969 track-miles. Since the province entered Canadian Confederation in 1949, Canadian National has operated Newfoundland's railways. The commission recommends the railway be continued at its present standard for five years, when the whole issue should be re-examined. Then a decision should be made either to reverse the original plan or begin the final phase-out which would close the line by 1990.

WILLIAM C. VAN HORNE, the hard-driving, penny-pinching force behind the construction of the Canadian Pacific, was also a gifted artist. At age 14 he was expelled from school for caricaturing his principal. Years later, on European tours, he sent home watercolor sketches of his activities. And while he was under pressure in building the transcontinental railway, Van Horne used art talent to ease his tension. It is said that during a three-months period he painted one canvas every day, sometimes painting until 2 or 3 in the morning. He was also an art collector, acquiring rare original works by Rubens, El Greco, Rembrandt, Goya, and even Da Vinci. "The purchase of a picture," he once said, "is like the selection of a wife. Never buy one you don't fall in love with."—Adapted from Jonathan B. Hanna in *CP Rail News*.

FOR THE FIRST TIME in Canadian Pacific history, last June 7th a four-man crew were all members of the same family. It was a switching operation from Calgary, Alta., to Crossland and return. The crew consisted of conductor Norman McFarlane and his three sons, Jack, Doug, and Jim, the occasion being Norm's last run before retiring from a 35-year rail career.

"Getting this train crew together was no accident," said Ted Minto, assistant superintendent of the Calgary Division. "It is virtually impossible for a situation like this to just happen. Because of the seniority system, chances are slight that this crew could have been put together normally. It was only with the consent of all members of the Brotherhood of Locomotive Engineers and the United Transportation Union in Calgary that the crew could be assembled for Norm's last run."

OVER $30 MILLION worth of new construction, repair and replacement work is being carried out this year by CP Rail in British Columbia. Of the total, more than $10 million is being spent on mainline capacity improvement projects designed to reduce steep railway grades.

CP RAIL, which bought the Toronto, Hamilton & Buffalo last April, has moved the latter's Welland car repair and Hamilton Locomotive repair shops to Toronto, beginning Sept. 30th, and gave the 41 employes of those shops the ultimatum of transfer to Toronto or else lose their jobs. It was a hard choice for some of them to make, particularly men employed too long by the company to find other work yet unwilling to move from homes they lived in for many years.

KATHRYN McFADDEN in Sault Ste. Marie, Ont., Canada, gets up at 5 a.m., writes George Kelly, and begins preparing breakfast for herself, her husband, Albert, and those of her seven children still at home. One hour later she is ready for work on her own job. Kathryn is wearing the traditional gray pinstripe uniform of the railroad engineer, with a red bandana about the neck and a misshapen but matching cap.

At 7 a.m. she is at the Algoma Central Railroad station, waiting for the big diesel locomotive to back Train No. 3 into position near the depot. There is a steady influx of automobiles into the parking lot and license plates denote visitors from such remote areas as Michigan, New York, Indiana, Ohio, Pennsylvania, Iowa, Nebraska, Alberta and Nova Scotia.

Kathryn will not take over the controls

Rows of Canadian National diesels and lone Ontario Northern engine at Spadina Shop in Toronto, Ont., Canada, on a warm August day in 1967.

Bill Botkin, 13 Columbia Rd., Convent Station, N.J. 07961

of the diesel but as the travelers learn from her badge while she smilingly assists them aboard, she is the senior hostess and will be their traveling companion—and inexhaustible source of information—on a 114-mile trip north into Agawa Canyon. The trip takes 3½ hours, with a stopover for lunch. The Algoma Central owns 850,000 acres, through which the train travels. It's all virgin territory, including rock formations estimated to be millions of years old. "I just love it," Kathryn says. So do the passengers.

GOOD NEWS for shippers of temperature-sensitive goods: CN Rail has developed a specially-insulated trailer which does away with costly heating and refrigeration units while still maintaining the temperature that certain shipments need. Called *SuperTherm,* it is descended from a well-insulated rail car with which CN Rail proved the concept by successfully hauling perishable products without the use of heating or cooling systems. CN Rail currently has 25 of these 45-foot trailers on the road. Among their advantages are lower initial and operating costs, improved trailer use, and reduction in freight damagr claims. Furthermore, they don't consume non-renewable energy, give off exhaust gas, make loud noises, nor spill oil or grease.

Overseas Railroading

WHY DID British Railways recently pay 605,000 pounds for an antique candlestick? It's 850 years old, came from an English altar, is one of only four known surviving bronze Romanesque candlesticks, and was bought by BR's Superannuation Fund at an art auction. But why? You'll find the answer at the end of this overseas section.

MISAWA CITY is my home for the next 18 months. Upon arrival there, I didn't take long to begin exploring it. Being in the "back country" of Japan, I didn't expect to find a lot of railroad activity. But I was pleasantly surprised. Misawa City has 55 passenger trains a day, plus frequent commuter trains to nearby Towada City. High-speed freight and container trains zip through town often. The rail speed limit through Misawa is 59 miles per hour.

Everything is electric except a local diesel-hydraulic switcher, one of 487 DE10 class switchers on Japan National Railways. It is an off-center-cab loco, somewhat similar in looks to the Alco C415. The 1350-hp, 65-ton, 42"-gage goat has a weird AAA-B wheel arrangement. Several types of multiple-unit passenger trains (electric) run through here. Most have a squared-off boxy look, but one is a round-nose

streamlined type. It is not as streamlined as the famed *Shinkansen* ("bullet trains"), but is very nice-looking.

All standard passenger, freight, and container trains are pulled by the ED75 class of electric loco, which is 60 feet long, with a top speed of 62 mph. The rear flat on each container train, in addition to carrying a couple of containers, has a small metal "hut" in which the conductor rides. The only other type of loco I have seen here is an ED40 center-cab electric. Each afternoon the ED40, class 02, rolls in from Towada City with a string of cars and pulls into a spur. Then the DE10 class switcher couples onto the cars and takes them into the main yard. After that, the center-cab electric couples onto a waiting string of cars and heads back to Towada City.

Even the freight brakemen are uniformed. They wear a light blue shirt, baggy dark blue pants, black sneakers, and yellow helmet. The average railroad crossing barrier is simply a bamboo pole. But the Japanese people highly respect trains. JNR doesn't seem to be concerned with how long the barriers are kept down. At times the diesel-hydraulic switcher will pause in its switching chores for a couple of minutes, and the barriers will stay down. Even pedestrians, who can plainly see the loco is not moving, will not cross the track as long as the barrier is down. I have watched them wait patiently for as long as 20 minutes.—AG2 William T. Morgan *(Interesting Railfan),* Box 6425, Misawa, APO San Francisco 96519.

WALSINGHAM railway station in Norfolk, England, is now the chapel of St. Seraphim of Sarov of the Russian Orthodox Church in Exile. To emphasize its Oriental connection, it has sprouted a yellow onion dome. By a freak of memory, I remember Walsingham in 1917, and the sour look bestowed by the stationmaster on a porter who did not secure a train door. With the lifting of the rails, a picturesque spectacle has gone; trainloads of pilgrims on their way to the famous nearby shrine.—Joseph Fox, *(Interesting Railfan),* 4 Heathfield, Holden Ave., North Finchley, London, N12 8HY, England.

INDIA'S railway system, one of the world's largest, is being plagued by an increasing number of armed robberies aboard trains. These crimes have heightened public displeasure with rail services, long criticized for crowded conditions. India's overburdened trains each day carry more than 8 million passengers, riding in the seats and aisles, clinging to handholds, or perched on coach roofs.

Recently, a passenger was killed and four others injured when gunmen tacked a train in Uttar Pradesh States, North India. A maximum of four armed guards, but usually only three, are posted on every train. But officials admit their number is too few. Unfortunately, the Railway Protection Force of 64,000 men protects only railway equipment, not passengers.

THE LAST steam train to use the 91-year-old depot in Ipswich, Queens, brought about 350 Australian Railways Historical Society enthusiasts and supporters from Brisbane to Ipswich. The old station was later razed to make way for further construction in the new station development. Railway operations continued from a new underground station.

The train's 10 vintage coaches, drawn by a BB18¼ class Pacific locomotive, conveyed the travelers and Ipswich members to the Ipswich Railway Workshops, on the Bundamba loop line and to Shorncliffe.

The society's outing brought a touch of nostalgia to the residents of Bundamba when the 1956 steam engine stopped to take on water at a street crossing. Through lack of use, since the advent of diesel engines, many of the old trackside water tanks on which the steam trains relied, have been removed, leaving the problem of how to replenish the old engine's water supply. The Ipswich Fire Brigade lent a helping hand, using its equipment to pump water from a nearby main into the locomotive.—Al Mann, P.O. Box 3, Drummoyne, N.S.W. 2047, Australia.

GERMAN electrical engineers are testing a magnet-powered overhead railway in Erlangen. This railway is based on a completely new propulsion system. A superconductive magnet is installed aboard the train while a cable coil along the track is fed with rotary current. This produces a travelling electro-magnetic field by which the magnet, cooled to a temperature of minus 269 degrees Centigrade, is, so to speak, pulled along. The vehicle itself weighs some 17 tons. The project is being promoted by the Federal Ministry of Research and Technology.

A LETTER you printed about the Middleton Ry. of Leeds, England, issue interested me. Although that line's official passenger service has been going for only a short time, the preservation society is not new. For nearly two decades it has been running a freight service to various scrapyards and steel fabrication works. The line itself is one of the world's oldest. Sections of it are remnants of the colliery line owned by the Brandling family. John Blenkinsopp was agent for the colliert and in 1813, with Matthew Murray, built a very early and successful steam locomotive to work on the colliery line. It was the first rack locomotive.—Roger Darsley, Meadow House, Long Meadow, Brindall, Norfolk NR13 5LY, England.

BRITISH RAIL'S Superannuation Fund bought the rare candlestick in line with its policy of investing a small proportion of its assets in valuable works of art. This antique is now on view in the British Museum. ●

George R. Cockle, 5119 Hamilton St., Omaha, Nebr. 68132

Ex-White Pass & Yukon 3-foot Mike 69, with swinging bell, eases across gravel road on its jaunt at Stuhr Museum in Grand Island, Nebr., on Sept. 9, 1978. The chunky Baldwin previously worked at Black Hills, South Dakota.

Wreathed in steam from her cylinder cocks, *Black Prince,* a Pacific built in Germany in 1937, eases passenger train out of New Romney, headquarters of RH&D, as photographer's son squirms in father's arms.

Midget Railway

Madeleine de Sinety, well known to our readers, gives her photographic impressions of the Romney, Hythe & Dymchurch

WHAT IS the world's smallest public railway? The answer must be the Romney, Hythe & Dymchurch Railway, which is a midget line, 15-inch gage, running 8.25 miles along the south coast of England from New Romney through Dymchurch to Hythe. All of its engines are coal-burners. It is no toy system, but hauls passenger and freight on regular schedule every day.

For forty years the townspeople of Hythe wanted the Southern Railway of England to build an extension from its line at New Romney. The Southern didn't think much of the idea, and it was forgotten until an enterprising model railway enthusiast, Captain J. E. P. Howey, and several other railfans decided to construct a miniature line between those towns.

On August 5, 1926, it was completed and opened. Ever since it has been running and making money. It is an incorporated company, has an operating department, terminals, steam locomotives, rails weighing 24 pounds per yard, an enginehouse, turntables, and shops!

The RH&D differs from amusement park railroads in that it actually fills a transportation need along the east coast of Kent, across Romney Marsh, a few miles west of Dover. This is a resort area, and the miniature trains transport vacationers in comfort to standard-gage connections at New Romney and Hythe. Express trains out of Charing Cross and Victoria stations in London reach Hythe in about an hour and a half. The midget road schedules 13 round trips daily, making the one-way trip in about 40 minutes.

Many are the wondrous things on this line, but of most interest are the fine-

(Left) Engineer-fireman prepares to stoke *Black Prince* standing next to RH&D engine, *Doctor Syn*. (Above) This is believed to be world's smallest buffet car, on RH&D. (Right) All British steam engines run on coal, water and tea as seen on the *Black Prince.* Her footplate makes an ideal tea tray.

looking locomotives: lordly Pacifics and hard-working Mountain type engines. They are true to the smallest detail, and are equipped with air brakes, superheaters, piston valves and other modern improvements. At the end of their runs they pull into the enginehouse at New Romney, where work reports are filed and repairs made. All were built by Davey, Paxman and Co., Ltd., in Colchester, England.

The coaches and other cars are tiny, of course, but fulfill their requirements. The former, which are closed in during the cold weather, seat only a couple of persons apiece and are as comfortable as any small automobile.

The main depot and offices are situated at New Romney station. A shed capable of holding nine locomotives, with steam-resisting plant and engine oil stores is located there. Annexed to this is the works office and an erecting and machine shop, with forge, powerhouse, accumulator room, and other buildings, including two carriage sheds, carriage workshop, and goods shed.

Alongside the latter the old Southern Railway extended its sidings across the Littlestone Road into the RH&D station yard to allow for the easier transhipment of freight. On the station site Captain Howey, builder of the line, erected a private bungalow, which adds to the picturesque appearance of the stucco and timber-gabled depot.

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This Answers a Question That You May Have Asked Yourself With Regard to Lettering Stenciled on a Railroad Car or Locomotive or Mentioned on a Financial Page

What Are Equipment Trust Certificates?

BY BOB SEDERHOLM

IN TERMS of relatively low interest rates and extended repayment time, the best way railroads have to raise money to buy cars and locomotives involves the selling of "equipment trust certificates." These are something like taking a loan or issuing bonds in that they are agreements to repay money with interest over a specific period of time—usually 15 years.

For example, on March 2, 1978, Southern Pacific announced plans to *sell* $20,925,000 worth of equipment trust certificates (ETCs) to pay 80 percent of the cost of 24 locomotives, 216 freight cars, and 27 cabooses. The remaining 20 percent would be paid from SP funds on hand.

Three investment groups bid on this particular offering. The winning bidder, a financial group headed by Salomon Brothers, bid $20,857,000 slightly under the face value of the ETCs. The Salomon group then resold the equipment trust certificates on the open market to investors at a price they expected would make their risks and efforts worthwhile; and they also deposited the $20,857,000 with the First Pennsylvania Banking and Trust Company to pay for the freight equipment as it is delivered. The effective interest cost to SP was 8.4 percent.

Who is most likely to buy equipment trust certificates? Mainly institutions such as insurance companies, public and private pension funds, and savings banks, but also individuals. These investors become the true legal owners of the freight equipment purchased. They hold the ETCs which Southern Pacific must repay in full to gain eventual ownership of the equipment. During the repayment period, the railroad must maintain repair, and replace any equipment which is damaged or destroyed.

As well as disbursing the money to buy the rolling stock on Southern Pacific's shopping list, the First Pennsylvania Bank also represents the interests of the owner-investors while the ETCs are being paid off. It is in this trusteeship capacity that First Pennsylvania's name appears on Southern Pacific's equipment.

Since 1870, some $15 billion in equipment trust certificates have been issued by American railroads, and defaults have been negligible. For instance, no one holding ETCs lost any money even in seven recent railroad bankruptcies, including the much publicized Penn Central's.

Not a factor in Southern Pacific's case, but another advantage is that equipment trust certificate rolling stock cannot be tied up in bankruptcy proceedings as most other assets can. A trustee, such as First Pennsylvania, can take possession and resell a bankrupt railroad's freight equipment. Used locomotives and freight cars—being the long-lived items they are—have a high resale value, usually keeping pace with inflation.

Cars and locomotives have direct, immediate benefits for the railroad that many other necessary purchases may not always have. Over the 15-year payment period, they are not only bringing in revenue to help pay their purchase price, but they also contribute to the myriad other expenses inherent in operating a great railroad—to name but a few—such as wages and employee benefits, dividends to stockholders, and a wide assortment of taxes.

This educational feature, including the full-page photograph by Tom Brown, appears by courtesy of the Southern Pacific. The picture shows Laura Savard, an extra board clerk on the SP, calling attention to the kind of lettering you have often seen on locomotives and cars and have probably wondered what it means. In this case the stenciled information says: "Southern Pacific Transportation Company Equipment Trust, Series 60/The First Pennsylvania Banking and Trust Company Trustee, Owner and Lessor."

"AFTER THE GRASSHOPPERS, WE HAD JIM HILL"

BY FREEMAN HUBBARD

JAMES JEROME HILL was referring specifically to the Great Northern, known as the "Big G," when he said: "Most people who have really lived had had, in some shape, their great adventure. The railway is mine."

Jim was born of Scotch-Irish farmers on September 16, 1838, at Rockwood, Ont., Canada. (Oddly enough, Canada produced Jim Hill, America's foremost railroad builder, while Canada's foremost, William C. Van Horne, was born in the States.) The lad attended Quaker schools until age 15, when his father died and he went to work in a rural store for $4 a month. Long afterward, although his wealth eventually ran into the hundred millions, he said: "I have never felt so rich as when I handed those four dollars to my mother."

As a boy, the future railroad tycoon lost the sight of one eye when a playmate accidentally shot him with an arrow. At 18 he left home, roamed the East from one job to another, and in 1856 he settled permanently in St. Paul, Minn., then a mere trading post on a Mississippi levee. Like Commodore Vanderbilt, water transportation preceded his railroad career. St. Paul had no railway until 1862, when a ten-mile line linked it with St. Anthony Falls (now Minneapolis). Prior to that, the settlement depended mostly on river cargos.

Jim became a shipping clerk, soliciting river traffic, appraising the value of shipments, and fixing rates. He bought grain cheaply in winter, stored it until the frozen river was open to spring navigation, and shipped it out to meet a demand at high prices. In 1865 he took the agency for a river packet that hauled freight for three expanding railroads:

Hill in 1856 and in 1915

Great Northern Archives

Until His Death in 1915, the One-Eyed Titan Was Enormously Proud of the Empire His Genius and Vigor Had Created, and He Fought to Defend it. "I've Made My Mark on the Earth," He Said, "and They Can't Wipe It Out."

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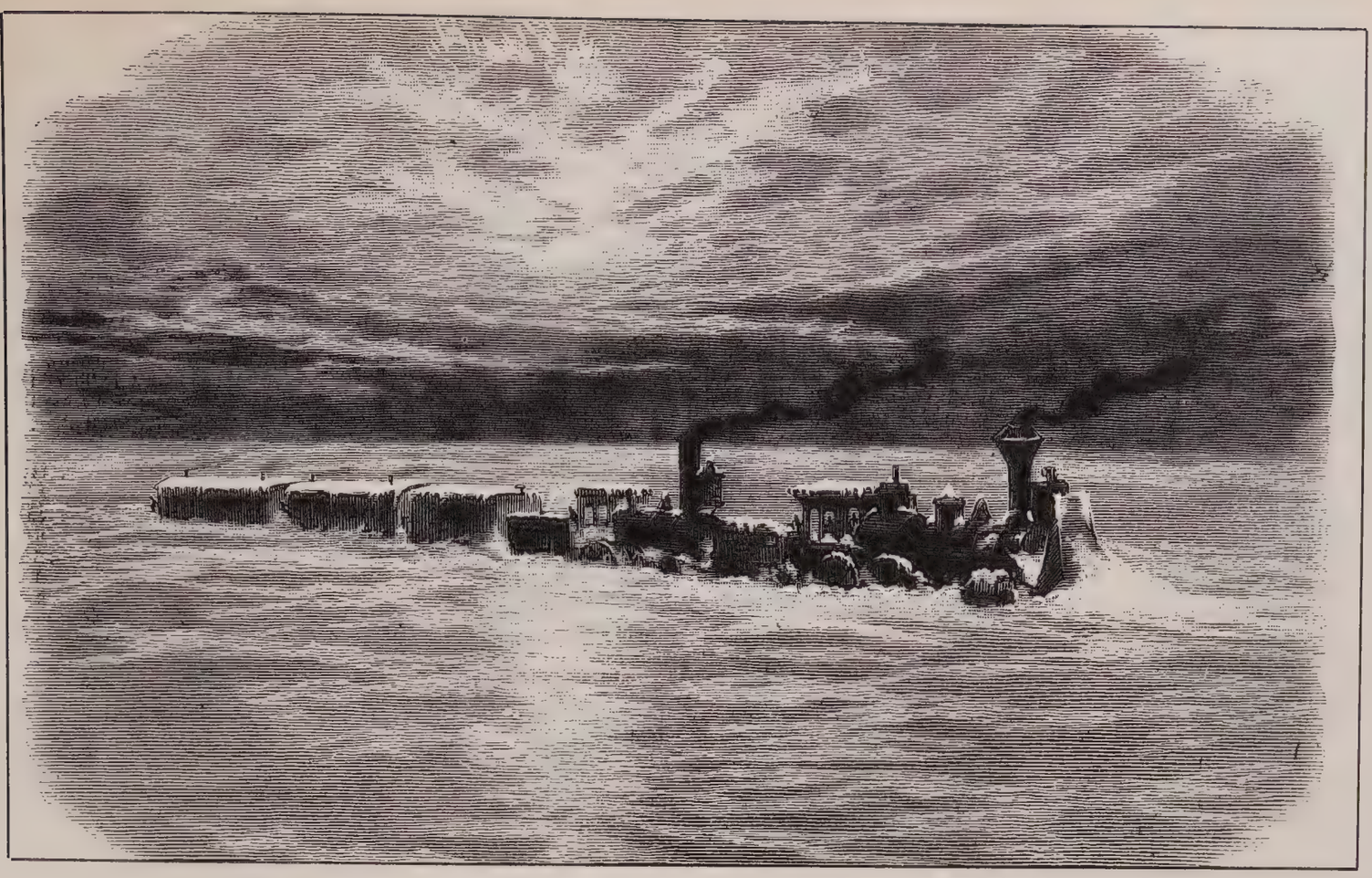
(Left) James J. Hill monument on U. of Washington campus, Seattle, Wash. Somewhat similar one stands in front of high school in Superior, Wisc. (Top) Jim Hill was great for colonization in railroad area. (Bottom) The great Empire Builder drives home golden spike at Bend, Ore., Oct. 6, 1911, as the first step extending GN from Columbia River to connecting railroad south to California.

Great Northern Archives



Winters were bleak and grim on the prairie land of Dakota Territory in the early days of what later became the Great Northern Railway but is now part of the Burlington Northern System.

the Chicago & North Western, the Illinois Central, and the St. Paul & Pacific, the last-named being the future nucleus of his Great Northern system. He also went into the coal business, leasing 2,300 acres of coal land in one Iowa county alone.

In 1867 he married Mary Mehegan, a good-looking waitress in the hotel where he lived, and got a contract to supply the St P&P with fuel. He also dealt in grain, wood, hay, feed, lime, cement, salt, and other products needed in the pioneer Northwest, and accepted a fur-trading agency from his future railroad partner, Norman W. Kittson.

Working hard all day, he studied late at night: transportation, geography, geology, and economics. His first rail job, in 1866, was local agency for the St. Paul & Pacific, handling freight by ton and carload. Cleverly, he enlarged his depot to let steamboats unload there instead of at the public levee some distance away. By 1871 he had set up through freight and passenger service between St. Paul and Winnipeg, Canada, via Detroit by rail, stagecoaches, and Red River steamboats, competing with fur-trading magnate Kittson. A few months later the rivals joined hands in forming the Red River Transportation Line.

The national panic of 1873 threw the Northern Pacific and St. Paul railroads, among others, into bankruptcy. The St. Paul road had federal and state charters and a vast 5,000,000-acre land grant, but it was overcapitalized, owing $28 million in bonds, held mostly by Dutch investors. For five years it wallowed in receiverships. Receiver Jesse Farley, crude and illiterate, admitted later that he had juggled its reports to keep the overseas owners ignorant of its earnings, aiming to beat down the price so Hill and his associates would offer to buy it.

To make matters worse, grasshoppers plagued Minnesota from 1873 till '78. They devoured everything, it was said, except the right-of-way and even lay so thick on the rails that the eight-wheeled locomotives spun their driving wheels and could not proceed. Crops were destroyed, farmers ruined.

Plagues of grasshoppers are not uncommon in American history, especially on the Western plains. For example, the early Mormon settlers in what later became Utah were devastated by millions of hungry grasshoppers that could not be stopped, even with fire. The farmer-settlers were almost ready to give up in despair when an immense flock of seagulls from the marshy Great Salt Lake area swooped down upon the horde of predatory insects and gobbled them up so fast that the Mormon colony was saved. Since then, it has been a crime in that part of the country for anyone to kill a seagull. The Mormons erected a sculptured bronze statue, which still stands in Salt Lake City, glorifying the gulls.

JIM HILL was familiar with this bit of history. He did not believe the influx of insects would last forever and had faith in the development of the West. So be began building what Matthew Josephson, author of *The Robber Barons,* called "the most perfect railroad monoply in the country." The plague of grasshoppers in Minnesota finally ended. By that time Hill had the farmers so tied up that they had to move their products over his rails to his huge lake steamers and into his grain elevators—on his terms. Thus their saying, "After the grasshoppers, we had Jim Hill."

The first step in this monopoly—or "great adventure"—was to acquire the St. Paul & Pacific Railroad in conjunction with Kittson and with Donald A. Smith (the future Lord Stratchcona), whom he had met by chance on a dog-sled exploration trip, and with wealthy George Stephen (the future Lord Mount Stephen, president of the Bank of

(Top) Great Northern Railway's first *Empire Builder,* which entered service in 1929, shown on Stone Arch bridge in Minneapolis. Hill considered the construction of this bridge the "hardest undertaking I ever had to face." (Right) Pre-Burlington Northern era map of the huge Great Northern.
Great Northern Archives

Montreal), Donald H. Smith's cousin.

Hill and Kittson knew the country intimately. Both Kittson and Smith had political pull. Stephen was a financial wizard. Together they devised a way to buy the railroad at minimum cost. Hill knew, as the Dutchmen did not, that Farley was twisting the figures and that earnings were really going up, not down, as a steady stream of immigrants kept settling in that area. The road's future was very bright, but the bondholders were not let in on that secret.

Jim's associates closed the deal for about 25 cents on the dollar. Even at that bargain, it is said they put up only $280,000 in cash and signed a promisssory note for the rest. It was financing on a shoestring. The company was nearly $44 million in debt, but a foreclosure suit in 1878 wiped that out. Soon afterard, Hill and his friends sold most of the railroad's land for over $13 million!

In consolidating their property, the new owners had to build extensions which the charter called for or else lose the land grants. By the end of 1878 the line was 283 miles long. Farmers returned to their abandoned land and began growing the wheat crops which made the Red River Valley famous, and shipping it by rail. Hill sold his prosperous coal business and thereafter concentrated on the "great adventure." In 1878 he wrote to his partners: "You have no idea of the rush of immigrants . . . We are laying a mile and a half of iron a day."

That year, with 565 miles completed and another 112 miles being built, the road was reorganized as the St. Paul, Minneapolis & Manitoba and capitalized at $31 million, each partner getting $5 million in securities. Farley got nothing, took his case to the U.S. Supreme Court, and lost.

"The time was ripe," Jim said later. "The growth of the country at that time helped us."

In 1880, Canadian-born Hill became an American citizen and, with Stephen and Smith, formed a syndicate to get the incipient Canadian Pacific Railway out of politics and into construction. But the fact that the same men were jointly building competing railways in the U.S. and Canada evoked much criticism. So in 1883 Hill eased out of the CP and sold one-third of his $1.5 million CP stock, while the two cousins resigned as directors of the Manitoba line, but retained all their holdings in it. This left James J. Hill in supreme control of the future Great Northern Railway.

THREE YEARS LATER his far-reaching line attained its West Coast objective, Puget Sound. It made him very happy. Meanwhile, on Aug. 21, 1882, he had become president of this road—a position he held for 25 eventful years without accepting a cent of salary—and plunged into what he called "the hardest thing I ever had to do," i.e., building a curving stone-arch bridge across the Mississippi at Minneapolis. In those days of wooden bridges it was a difficult engineering feat.

Jim prided himself on being a man of the people—plain, solid, substantial. He was below medium height but strongly built. His one eye was keen and piercing and looked further than most men could. Writers called him "the watchful guardian of the prairies" and "the Empire Builder," and a Great Northern passenger train was given that title.

"In the early days," Hill reminisced, "traveling about the country in looking ahead to see where we might build railroads, sometimes in a buckboard and sometimes on horseback, I always carried a spade."

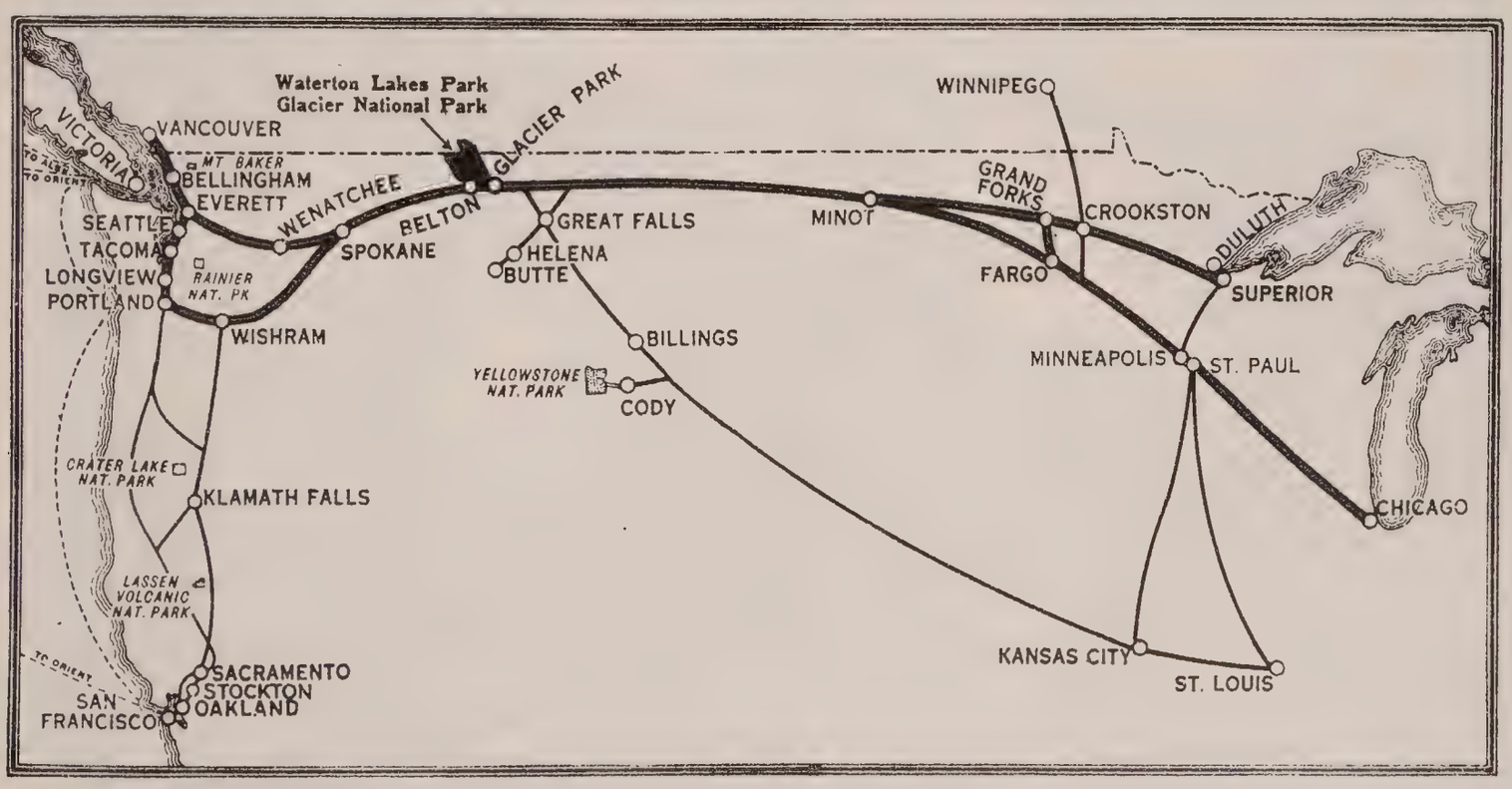
He used it to test the soil, to see if the location was favorable for settlement, his policy being to "lay the iron" in places where it was likely to create population—and, of course, rail traffic. He sent many immigration agents to northern and central Europe with glowing literature about the richness of the Northwest to induce foreigners to settle in his part of the New World. In fact, he probably did more than any other individual to swell the tide of immigrants.

"Land without population is a wilderness," he declared. "Population without land is a mob."

The rival Northern Pacific, backed by 57 million acres of public land, completed its through line in 1883. It had stolen a march on Hill's plodding road. To reach Helena, Mont., a Hill branch line would have to cross Indian and military reservations. This required Federal sanction, and Jay Gould kept a well-paid lobby in Washington, D.C., to block other magnates. In 1886, when Congress passed a bill authorizing Hill to build the branch, Gould's henchmen are said to have been responsible for President Grover Cleveland vetoing the bill. Hill also had supporters in the capital. Congress repassed the bill in 1887 and this time Cleveland approved it. But Gould's lobby prevented Hill's road from getting land grants or Federal money.

Meanwhile, the Empire Builder had organized the Montana Central with dummy incorporators to hold the field without informing the public who was involved. When the Goverment permitted his line to be built, he threw off the mask, added the new carrier to his growing system, and set a speed record for laying track: 3½ miles every working day for seven and a half months! One after another, he picked up small roads for a song and coupled them into his mainline.

In time he piled up a personal fortune estimated at over $400 million,mostly holdings in the Big G and other enterprises. This sum is said to have exceeded or nearly equalled the com-



Despite his wisdom and shrewdness, Jim Hill never visualized his beloved Great Northern as part of the present BN, largest granger road, loading average of 1,000 grain-carrying cars daily.

Burlington Northern

bined wealth of the other three top railroad barons of his day: Vanderbilt, Gould, and E.H. Harriman!

HILL FORMED the Northwestern Steamship Co. in 1888 for traffic on the Great Lakes and over his rail monopoly, which was now linked to Chicago by a friendly deal with the Burlington Railroad. In that year, too, he adopted the now-famous name Great Northern for his 2,770 miles of track, capitalized at $40 million. He continually plowed back into his company profits in the shape of bigger engines, better roadbed, profitable branch lines. He kept preaching low grades, heavy power, large-capacity cars, bigger trainloads, and few empties.

"I will make one engine do the work of three," he boasted, "and dispose of two crews."

By increasing its tractive power, his road had the mightiest locomotives and longest trains. This, of course, antagonized labor. Hill's efficient methods of hiring and firing made him a hard taskmaster; but the wave of railroad strikes 1884, 1885, and 1886 did not even slow up his onward march. Like Harriman, he bought and sold shrewdly, had a retentive memory, was a stickler for detail, and hated waste.

After Gould died in 1892, the mismanaged Union Pacific was thrown into bankruptcy. Harriman took it up. This led to a titanic battle with E.H. in which Hill's empire was almost wrested from his grasp.

The one-eyed baron dominated a traffic system connecting the South's cotton fields with far-off Japan through agreements with the Illinois Central and a line of Hill-controlled steamships. This yielded a huge volume of business. With the aid of rich allies, he raised a little over $215 million, with which the Big G and Northern Pacific jointly bought control of the Burlington, thus assuring Hill's entry into Chicago. Jim closed the deal in the nick of time; Harriman was negotiating for the same road.

Quietly then, E.H. set to work on a scheme to gain a half-interest in the Burlington by snatching the NP from Hill. To do this, his forces began bidding for NP stock in the open market. Hill was uneasy. Ordering a special train, he made a fast run to New York and learned face to face from Jacob H. Schiff of Kuhn, Loeb & Co., Harriman's bankers, that his foes already had control of the Northern Pacific.

"That isn't possible," Jim said, "I own thirty millions of Northern Pacific stock myself. Together with the holdings of my friends, we have an absolute majority."

But Schiff disillusioned him. Jim cabled J.P. Morgan then on vacation in Europe. J.P. cabled back instructions

Evolution of a famous emblem. Final one, prior to BN merger, is at top. A GN vice president originated it in memory of goat that hauled his cart to deliver newspapers when he was boy, but modified it to show mountain goat.

for his broker to buy $15 million of NP. Seldom had Wall Street been shaken by such a financial battle as this one. With his back to the wall, Hill was supported by the mighty house of Morgan. Among Harriman's backers were three of the nation's richest banking firms. Northern Pacific stock shot up to $1,000 a share! Fortunes were made and lost in moments.

After the Exchange closed for the day, brokers could not deliver the stock their customers had bought. There was none to be had! Hill called it "the largest stock corner ever known."

HARRIMAN'S SIDE held a clear majority of NP's $153 million stock, but that majority lay in *preferred* shares, which Wall Street suddenly discovered could be retired before the Harriman forces could use them. The hard-put Hill offered a compromise: a holding corporation. Contending parties then formed the $400 million National Securities Corp. to control jointly the NP, GN, and Burlington; but the U.S. Supreme Court dissolved it. This was Hill's only major defeat. It embittered him the rest of his life.

Further clashes ensued. Hill bought control of the Colorado & Southern, which gave him an outlet to the Gulf of Mexico and cut heavily into Harriman's traffic. Previously, he had acquired trackage rights that let the Great Northern into Tacoma and Seattle in May, 1909, four months before Harriman's death.

Meanwhile, in 1899, Hill had bought some Minnesota iron-mine property for $4 million. Its market value soon rose to $135 million because it included the now-famous Mesabi Range. Instead of holding the land himself, the aging tycoon sold it to his beloved Great Northern at the same price he had paid for it. A five-year lease on this property to the "Steel Trust" brought great additional wealth to Jim Hill and his fellow stockholders, in addition to revenue from 14 million tons of iron ore a year hauled by the railroad.

James J. Hill was now almost absolute dictator of social, political, and economic life in the Northwest. For years he had been luring thousands of immigrants into the country. He hired experts to show farmers how to earn more by diversifying crops and improving livestock. He set up huge model farms for them to emulate. His agents combed county fairs in England and Scotland to bring back thoroughbred horses, cattle, and hogs, vast numbers of which he gave away to farmers to better their own breeds. He also distributed free thousands of tons of fertilizer. All of which multiplied the Big G's freight tonnage. And he contributed liberally to many churches and schools on the theory that they represented the only authorities that the teeming immigrants would "either fear or respect."

On June 18, 1907, he turned the Great Northern presidency over to his second son, Louis W. He had two others son, both railroaders. One of his seven daughters was married to a Northern Pacific vice president. On May 29, 1916, the Empire Builder died of an infection; and all Hill roads and steamship lines halted traffic for five minutes during the funeral.

As for his railway, the old man had said: "So far as any creation of human effort can be made, it will be proof against the attacks of time . . . I've made my mark on the surface of the earth and they can't wipe it out." But about a half-century after his death, the Big G lost its identity by being merged into the gigantic Burlington Northern. ●

WINTER ON THE RAILS

A few of the dramatic shots sent in by readers. We wish we could find space to publish even more of them.

Conrail's GP-38 No. 7669 (ex-PRSL-2009) plowed right through the deep drifts on the night of Feb. 9, 1978, hauling two Budd cars, M402 and M413, from train 363 into Rio Grande, N.J.

H. Gerald MacDonald, 124 East Wisteria Rd.

Wildwood Crest, N.J. 08260

CR

This bitter cold day failed to halt operations in Amtrak yards Pittsburgh, Pa.

Photograph by Ed Wojtas Amtrak editor

Wolfeboro R.R. Prairie 250 waits in snow for switchman at Sanbornville, N.H.

Steve Libby, Libby Rd., West Newfield, Me. 04095

Switches had to be cleared at Manchester Depot before Vermont Ry. ex-CP plow could move on March 8th, 1971.

Philip R. Jordan, P.O. Box 172, East Arlington, Vt. 05252

Snow-sweeper on Red Arrow line
of Southeastern Pennsylvania's
Transportration Authority at Springfield, Pa.,
last March 3rd.

Dave Farren, 150 Laurel Rd., Sharon Hill, Pa. 19079

Canadian Pacific Selkirk type locomotive hauling the *Dominion* through Canadian Rockies as painted by Howard Fogg from Nicholas Morant photo for use in Frank Clodfelter's book *Fogg and Steam*.

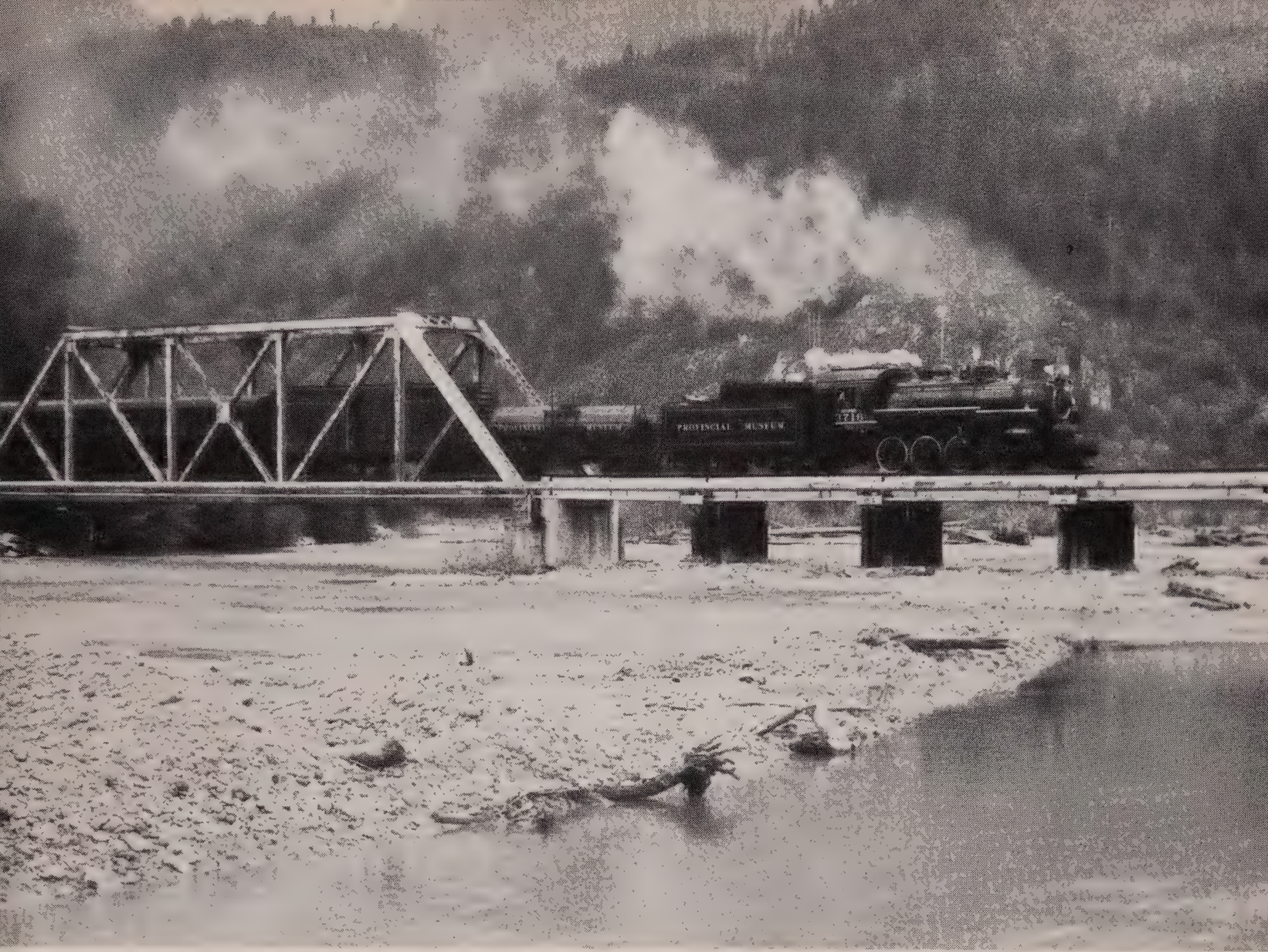
Frank Clodfelter, 36 Westchester Dr., Asheville, N.C. 28803

592

Tenn. Valley Railroad Museum ex-Southern 4501 southbound at Lookout Mountain on the Southern Ry. in Wauhatchie area south of Chattanooga in October, 1975.

John W. Coniglio, P.O. Box 6312, Chattanooga, Tenn.

Bangor & Aroostook freight No. 55 powered by GP-7 and BL-2 at Van Buren, Maine, on Dec. 23, 1971.



National Railway Historical Society convention extra on Mamquan River bridge, B.C., in Sept. 1978.

PASSENGER TRAIN SURVEY

BY RAMONA K. McGUIRE

THEY ASKED ME in California, my home state: "You're going all the way to Grand Rapids, Michigan, to ride a steam train?" Incredulous sighs, disbelieving glances, and usually a change of subject followed my reply to the standard opening conversational gambit of the train passengers: "Where are you going?" They should have come aboard.

Hours later, I could see coal smoke in the distance as I walked toward the C&O's Grand Rapids station. The yellow and vermillion locomotive had changed her ensemble since I'd seen her in 1976 in Dayton, Ohio. Then she had worn red, white, and blue and headed up the *American Freedom Train*. At that time she was trailed by 19 yellow and vermillion coaches decked out for the 150th birthday of the Baltimore & Ohio, now in the Chessie System.

That engine had run steam specials in 1977, but I had missed her. She stayed gussied up and ready to roll until I arrived last June 24th. Saturday was open house. The 4-8-4 was already fired up, although her 260-mile round-trip would not start until tomorrow. The ex-Reading locomotive, owned by Ross E. Rowland, Jr., elicited gasps of admiration and a flurry of cameras. TV shutterbugs were gathered around. A stairway had been set up for those who wished to view the controls. Up the steps, then down and past two tenders, the first piled high with coal, the second for water only. Then back to the refurbished coaches open for inspection and attended by car hosts from the West Michigan Railroad Historical Society.

One of the latter, Claude Day, offered to pick me up at 7:30 a.m. and the 8:30 a.m. departure on the *Chessie Steam Special*. I gratefully accepted.

The 14-car consist carried only about 300 riders—which disappointed the sponsors but allowed more room for the passengers. No diner along. Food was cooked on board in the combination snack-souvenir car. An open-window

coach offered ample space for those of us who like to hear steam sounds and the *clickety-clack* of rails. We had a sound-recording car, a parlor car, and an observation lounge.

When the car hosts discovered me, their California visitor, they pulled out all stops to please me, even to providing transportation back to the motel. Names, places, business cards, train stories, and geography lessons of the region were freely given.

The photostop was a train buff's dream. Nice curve, Chessie's flawless crowd control. If you didn't get the shot you wanted the first time, you had a second chance. Even life doesn't often offer that fringe benefit.

Plymouth, Michigan, where the turnaround was made, turned out en masse to see us, the *Chessie Steam Special,* and the modest buying power we spread around. Available for purchase was everything from homemade chocolate chip cookies baked by the church ladies to aromatic coffees (free samples), antiques, delicatessen food, Polish sausage, and gift items. The time spent was long enough to enjoy yourself but not so long as to lose interest. Who could lose interest anyway in a great, rumbling, smoking 4-8-4 waiting down by the depot?

The few drops of rain which sprinkled us failed to dampen the spirits of those who climbed aboard as ex-Reading 2101 whistled her day's farewell to Plymouth, Michigan. Arrival in Grand Rapids was congenially late. So many stories were being swapped, and quick friendships made, that the ride could not have been long enough.

Dave Swanson, a good-looking rail buff from Hammond, Indiana, gallantly escorted your *Passenger Train Survey* editor to her motel. I slept well. I always do, there being nothing on my conscience. Early next morning, to the radioed announcements of flash flood warnings and deluged, impassable interstate highways, I headed homeward on Amtrak's 265, *The Blue Water Limited*. That word "water" was most appropriate. God must like steam locomotives. He had held off the heavy downpour until the day after the *Chessie Steam Special*.

News from the Field

MANY AMERICANS, according to Kiplinger's *Changing Times,* are learning (or relearning) that traveling by train offers something you can't get when you travel by car or plane. "It's a chance to unwind, relax, and take a leisurely, contemplative, eye-level look at the mountains, plains, deserts, cities and towns of the U.S.A. Rail travel is alive and moving and it's getting better all the time. Occasionally a train breaks down or gets delayed, just as automobiles do. And not all trains arrive or leave on time. Neither do planes. But most trains are clean and comfortable; the meals aboard, though simple, are acceptable and reasonably priced."

LOS ANGELES COUNTY has filed an $11 million damage suit against the Santa Fe Railway over its failed effort to provide commuter-train service between Los Angeles and San Diego. The county claimed the experimental 8-car *El Camino,* which made its last run a few weeks ago, was doomed because of poor on-time performance.

SETTLEMENT of the lengthy Pullman Standard strike has taken a little of the speculation from the dates of the actual appearance of the Superliners on line. Testing of cars and training of personnel will precede regular service on the first train which is scheduled for next February on the *Empire Builder*. Tentatively Superliners will be allocated to the *Empire Builder, North Coast Hiawatha, San Francisco Zephyr, Pioneer, Coast Starlight, Southwest Limited* and the *Sunset Limited.* Next summer is the current target date for supplying the new coaches, while full delivery of sleeping cars is anticipated by January, 1980.

OPPOSITION to the Department of Transportation route reduction plan and restructuring is widespread and vocal. Some of the loudest opposition at ICC hearings has come in regard to the virtual curtailing (although called "rerouting") of the *San Francisco Zephyr,* the 2410-mile longest link in Amtrak's chain.

THE *NIAGARA RAINBOW,* running between New York City and Detroit, has been discontinued west of Buffalo, due to the State of Michigan's refusal to continue paying its share of the funding when the state's contract with Amtrak expired at the end of September. However, the *Niagara Rainbow* itself is still operating, but only between New York City and Buffalo, also to Niagara Falls, to which it was recently extended.

AMTRAK'S board of directors has authorized the "earliest possible conversion" to electric heating and air-conditioning of the *Lake Shore Limited* and the once-great *Broadway Limited.* The board also directed management to "request funds in fiscal year 1980 to buy new low-level, long-distance cars or to convert to head-end power sufficient cars for at least two Florida trains."

Amtrak's Beech Grove, Ind., shops are converting the passenger cars to electric heat, instead of the old-fashioned and costly steam-heating systems, at the rate of 3 cars per week. Conversion of the *Lake Shore Limited* is budgeted for $11.9 million, while upgrading the *Broadway* cars is projected to cost roughly $9 million.

A total of 136 cars would be converted under the program if they were used exclusively on the *Lake Shore* and the *Broadway,* plus another 162 cars for two Florida trains if new car-funding were not available. In the event that new single-level cars are acquired for the Florida runs, an order for about 150 cars would be required.

When the conversion is made, the old cars are also given other mechanical attention if needed, including new wheels, springs, and plumbing, as well as a thorough cleaning, new paint, and refurbished interior. The first fully converted train is due to begin service on the *Lake Shore Limited* route in mid-1979.

Amtrak's Chicago-Detroit trains are now serving Dearborn, Mich., thus improving access to passenger trains for residents of Detroit's western suburbs. Four trains stop in Dearborn in each direction daily: *The Wolverine, Twilight Limited, Saint Clair,* and the Monday-through-Friday *Michigan Executive,* a Jackson-Detroit run. All operate with either new Amfleet or Turboliner equipment.

AMTRAK has put into effect sweeping new bargain fare incentives designed to lure more passengers to rail travel this winter. The new system-wide excursion plan slashes fares by up to 40 percent for roundtrip travel, along with reductions in the cost of the U.S.A. Rail Pass and a less expensive Family Plan. For details, consult any Amtrak ticket office.

On the Long Island

LONG ISLAND RAIL ROAD has installed radio antennae in each of the 4 Amtrak-owned tunnels beneath the East River which connect

The Once-Great *Broadway Limited* and
the *Lake Shore Limited* Are due for Conversion
to Electric Heating and Air-Conditioning

The Budd Company's new rail diesel passenger car, the SPY-2000, boards passengers during a stop on its introductory tour.

Penn Station, Manhattan, with Long Island City, Queens. Now, it can communicate directly with its train crews anywhere within each of the 2½-mile tunnels without crew members having to leave their trains to use the telephone situated at 800-foot intervals along the tunnel walls.

New York State plans to spend $15 million to improve LIRR car equipment maintenance shops and $5 million for station improvements. Gov. Hugh Carey said the decision marks a shift in spending emphasis from LIRR station reconstruction to better car maintenance, which he said could make the railroad more safe and pleasant.

The plan includes construction of two new maintenance shops in Queens. They will have larger capacities than the present ones and should speed repairs. A $10,643,000 shop for the M-1 electric commuter cars will be built at Morris Park and a $1.6 million locomotive-hauled car shop will be built at Richmond Hill.

The new shop for diesel-hauled coaches will be enclosed; at present, work on those coaches is performed outdoors at Richmond Hill. In addition, the state will build two 10-car plants to clean M-1 cars, including electrical equipment, at a cost of $2,757,000. These two plants should cut a month off the current three months required to clean the entire fleet of LIRR cars.

Meanwhile, the LIRR is sprucing up its busy Jamaica station, through which some 100 trains carrying upwards of 75,000 customers pass during morning and evening rush hours.

Down by the Depot

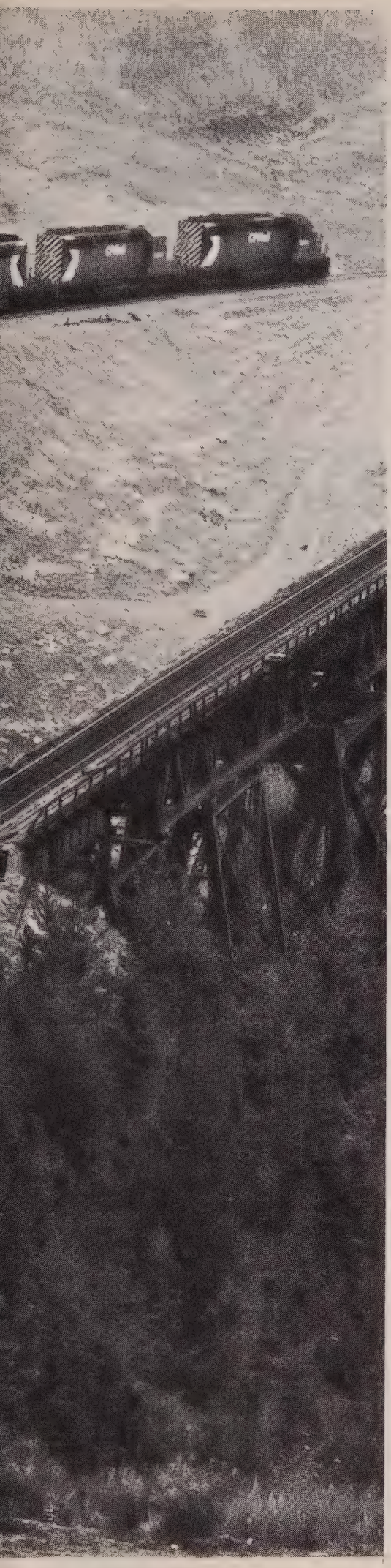
CP RAIL'S 71-year-old station at Port Moody, B.C,, has been transformed into a museum. Sold by the company to the Port Moody Historical Society for $1, the two-story building was lifted off its foundation and moved by truck along a half-mile route to its new resting place near Rocky Point Park, on Burrard Inlet. All rail traffic on CP Rail's mainline into Vancouver was halted for two hours as the moving firm inched the old station-house over the six sets of tracks.

Built in 1907, the building had been vacant since 1976. Its predecessor had been the terminus for the first trans-Canada railway in 1885 until 1887, when the CPR extended the line to Vancouver.

AMTRAK'S 103-year-old station at Kingston, R.I. has been entered earlier this year in the National Register of Historic Places. It is the only surviving station erected by the New York, Providence & Boston Railroad and was a campaign stop for every American president from U.S. Grant to Herbert Hoover. This depot played an important part in the travel plans of Americans at the turn of the century. Among its major attractions was nearby Narraganset Pier. Thousands used the station weekly to reach the pier.

SEND NEWS of U.S. and Canadian passenger train service directly to Miss Ramona K. McGuire, 2235 Tehama, Apt. 7, Reading, Calif. 96001, not to *Railroad's* New York office.

High priority eastbound freight was first to cross CP Rail's new Mountain Creek bridge, near Roger's Pass, B.C., last August 24th. The $3 million structure is 600 feet long, 136 feet high, and features a concrete ballasted deck to reduce fire hazard.



CP Rail

TRACKSIDE in the DIESEL AGE

With Jim Edmonston

ANY RAILFAN visiting Cleveland should take the River Tour on the *Goodtime II* riverboat. This cruise is like nothing else I've ever experienced. From the lakefront pier off East 9th Street the *Goodtimes* heads up the Cuyahoga River for six miles and then turns around. In this distance you pass under better than a dozen bridges, which were either vertical lift, swing span, or bascule (jack-knife) spans. Each one may have to be opened when you go up and again as you return. Most of them are railroad bridges.

Railfan interest began for us when we boarded the excursion boat and she left her dock. The captain had to interrupt the taped travelog as we waited for three Conrail F-7A's to clear the vertical left span at the mouth of the Cuyahoga. They were dragging a solid ore train from the ore pier on Whiskey Island. Two lake ore boats were being unloaded as we waited. A new Conrail SD-40-2 and a C-630, both in blue, were parked on a ready track by Drawbridge Tower; the other two F-7A's were making up an eastbound train in the yard. The ore train cleared and we started up the Cuyahoga, one of the nation's crookedest and most polluted streams.

Conrail, by virtue of taking over the New York Central and Erie Lackawanna, dominates in this area, with B&O and N&W (old NKP) thrown in. The Newburgh & South Shore, U.S. Steel's interplant switching line, completes the picture.

Elsewhere, Conrail has begun a two-year, $15.1 million modernization of its Juniata Locomotive Shop in Altoona, Pa., designed to increase the shop's efficiency and its capacity to remanufacture locomotive parts and repair locomotives.

This shop, set up in 1889 to build and repair steam locomotives, remanufactures parts used all over the railroad's sytem to repair the 3,600 GM locos in the Conrail fleet. It also performs heavy repairs and overhauls on hundreds of units each year.

The Cuyahoga Valley has tracks everywhere, most of them sidings, and many of them unused and rusty; but the presence of hundreds of cars points out the heavy activity here. We passed under more bridges, and near the end of the cruise up-river, I caught a glimpse of B&O's yards with an NW-2 switching. Also, there were passenger cars, as the *Chessie Steam Special* was in town. Another sight was a B&O 12-wheeled tender, off a Mountain or modified Pacific, which had been used as a water supply car in a work train. She seemed to be numbered "W-140."

Returning down-river to the Lake, we were delayed by a Conrail SW-1200 with a cut of cars on a vertical lift span. Then we saw a slow eastbound drag on the mainline bridge at Drawbridge Tower. Possibly the two F-7A's we'd seen earlier were up front, but I couldn't tell. We waited alongside the huge Lake ore boat *Saginaw Bay,* out of Buffalo.

The slow freight was almost clear when out of the west came two new Conrail SD-40-2's with a piggy-back train, running at speed. Obviously, it wasn't going to stop, and we watched the trailers rock over the bridge, too. Both cabooses cleared the east end of the bridge at the same time. We waited a bit more, thinking the bridge operator was just trying to clear the plant before raising, but the wait got too long for that.

Just as people on board started to get impatient, two Conrail U-30B's showed up east of the bridge, smoking heavily and going west with a vengeance. Their train was mostly empties, with an endless cut of Pacific Fruit Express mechanical reefers returning to the Union Pacific. The bridge went up as they cleared. I suppose that everybody on board except me wanted to get under that bridge before more trains showed up.

Next day we rode the rapid transit system from the airport out to Windemere and back. The rails use the Conrail roadbed west of the river, and the N&W from there to Windemere. We passed two Conrail freights, but as N&W is still on strike, no mainline action was noted. I did see three N&W switchers shoving cars in three different loca-

tions; all were Alco T-6's. Another T-6 and three idle EMD switchers were at 34th Street engine facility.

Later that evening we capped our visit with a half-hour of train-watching at Olmsted Falls station on the ex-NYC Chicago mainline. First by was a westbound piggyback with a GP-40-2 and an ex-Reading GP-35, doing about 60 with no more than 40 cars. Just as the sun went down, a headlight appeared in the west and the Detroit Edison unit coal train with its blue and white U-30C's and SD-40's rocked through at about 45 mph, running empty back to the mines in southwestern Pennsylvania. Those huge aluminum bathtub gons make an impressive sight trailing along almost silently on the welded iron. As usual, two slave units lent assistance about three-quarters back in the train. It marked my first look at this operation and was a great way to end a visit.

RAILVEST, INC., a boxcar-leasing firm out of Washington, D.C., collapsed financially last spring, taking with it the Virginia Central Railway, which Railvest had purchased from the City of Fredericksburg, Va. The VC is one of the shortest roads, with but 2 miles of track. It provided switching services and connection between the Richmond, Fredericksburg & Potomac and a dozen customers.

For many years the VC has always used tiny diesel power, from No. 100, a Davenport 20-tonner built in the 1920s through two 6-wheeled Plymouths (200 and 500), and has lately added a 50-ton Porter, No. 101, and a GE 44-tonner, 102, which started life on the Nickel Plate Road as No. 90. Plymouth 500, a model WE, had her center axle removed circa early fifties. When I visited the VC in 1952, I found 500 outside on 4 wheels and the 200 in the house on six.

On August 24, the RF&P agreed to operate the line under lease and thus provide services to the VC's customers. This agreement will last one year. Presumably, once the VC's debts ($500,000) are cleared up, service will be taken over by the RF&P or some other company. I doubt that the RF&P will use the VC's locos, but will probably switch with an SW-1200 if the tracks will take it. I'd like to know for sure; anybody get a chance to get through Fredericksburg?

Railvest, Inc., also leased out those Virginia Central boxcars we've been seeing for a few years. With the bankruptcy, these are now orphans. They were leased to private individuals as tax shelters, but are now mostly transferred to other outfits, which is why some have been re-stencilled "MDDE" for Maryland & Delaware.

NORMAN W. SCHULTZE, 13307 Cassia Way, San Antonio, Texas 78232, wants more info on Texas Utilities, briefly mentioned in our September issue. TU operates two coal-fired generating plants, one at Mount Pleasant and the other at Henderson. The first rail one of 20 miles was built to serve the Monticello plant at Mt. Pleasant, about 60 miles west of Texarkana. The second line was a 13-mile disconnected section serving the Martin Lake plant at Henderson, some 100 miles due south of Mt. Pleasant.

Original power for the Monticello plant line was two remote-controlled GE U-18B's, numbered 101-102. These were followed by U-23B, No. 103. In mid-1976, GE built five electric E-25B's, the only such 2500-hp electrics in the world, for the Monticello line. Two more were on order for 1977, but as yet have not been built.

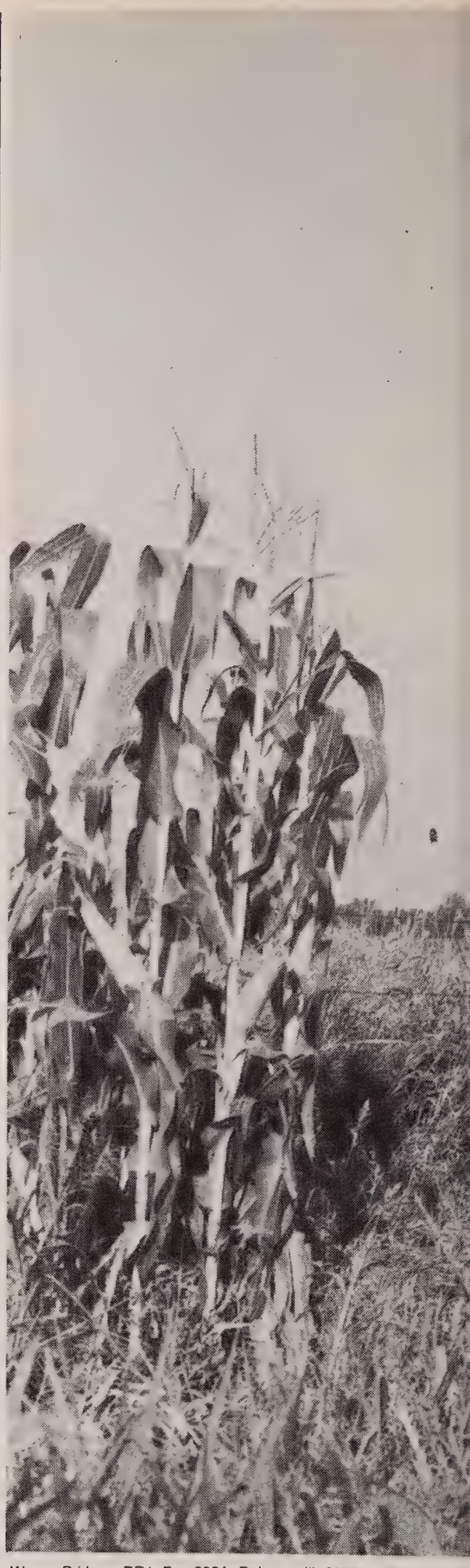
It was planned to transfer two of the diesels to the Martin Lake line on arrival of the electrics. Thus the Martin Lake line would be powered until electrification was completed, reports the *Pacific News,* which has photos and plans of the E-25B's. Monticello line trains started running two shifts a day until both mine and plant were in full production, then were expected to run round-the-clock on close headways. Trains are not turned; reverse operations are controlled from a rear control car.

Norm also mentions the one-mile of electrified line operated by the Pearl Brewery of San Antonio, which is known as the Texas Transportation Co. The Texas Trans No. 1, Baldwin-Westinghouse centercab electric of 1917, is used 5 days a week running a connection with the Southern Pacific.

S.C. McGUIRE, 1135 Bucknam Ave., Campbell, Calif. 95008, a retired SP conductor, says SP has leased 15 Amtrak GE P30CH's for San Francisco-San Jose commuter runs. This releases all SDP-45's and several GP-9's to ease the acute power shortage. (Hey, SP, I know where a lot of your locos are; all over the East and South on Chessie, Conrail and Family Lines.)

NOW WE HEAR from a Canadian. J. Paul Jenter, 8555 Bell Cresent, Niagara Falls, Ont. He reports that the power picture at Canadian National's yards at Fort Erie, Ont., has drastically changed. Recently he saw more Norfolk & Western units there than CN units. N&W for years (ever since takeover of the Wabash) has used F-7A's and GP-7's into Fort Erie. Units seen in Fort Erie included three GP-18's, one GP-40, a GP-9, a GP-7, F-7A 3725, and SD-35 1572, which Paul thinks is the first six-axle loco N&W has ever used into Fort Erie. Later he saw SD-9 2352 (ex-NKP and rare) and D&H GP-39-2's numbered 7412 and 7420, both ex-Reading.

Normally, CN has about 20 units in Fort Erie, both 4- and 6-axle EMD power as well as Alco power in RS-18, C-630, and M-636 models. Toronto, Hamilton & Buffalo (now owned by CP) operates two RDC's in Toronto-Buffalo passenger service, arriving Fort Erie at 11:00 a.m. At 1:00 p.m. the Amtrak *Niagara Rainbow,* with two E-8/9's and 4 to 6 coaches, comes through.



Wayne Bridges, RR1, Box 282A, Delavan, Ill. 61754

Illinois Terminal freight train No. 200 rambles through Illinois cornfields near Holmes siding on the Peoria line of the Illinois Central Gulf on a mild day last September.

Fort Erie is a good railfan town, and the CN employes are good friends with the local railroad buffs. Visitors are asked to help preserve this situation by getting permission from the CN yard office before visiting.

CHARLES FREDERICKS of Paramus, N.J., a regular contributor, took a trip West and made the most of it. He saw the leased Amtrak P-30's on the SP at San Jose, caught the new TE-70-4S No. 7030 (rebuilt by Morrison-Knudsen) at San Jose, saw Western Pacific F-7A No. 917 in operation on a freight, and although both the UP and SP were not moving much in the Los Angeles area at that time, SP's Taylor Yard was a goldmine of stored units. This was quite a sight for a North Jersey diesel fan.

A NEWLY ESTABLISHED section of Santa Fe's mechanical department at Topeka, Kan., is headed by William M. White as manager of locomotive maintenance and performance, with responsibility for investigating methods to further improve the effectiveness of Santa Fe's motive power fleet.

THE PITTSBURGH PRESS recently carried a major article on Conrail and its importance to the State of Pennsylvania, plus a sub-article which once again raises the question: Will Conrail electrify the 270-mile Pittsburgh-Harrisburg mainline? *The Press* says the question should have an answer by late fall after a year-long study is completed. Actually, the line from Conway Yard (22 miles west of Pittsburgh) to Enola and across Rockville bridge to Harrisburg station would be involved. This would connect the present electrification and make the 675-mile Pittsburgh-Boston trip the longest possible under U.S. catenary.

Meanwhile, work is underway at a terrific pace to upgrade the most highly used and worst maintained mainline in the country—between Pittsburgh and Philadelphia. If you want to see trains, get out past Pitcairn at Manor or Larimer or Irwin and watch the show. Electrified? Wouldn't that be something!

ACCORDING to Ken Ardinger, P.O. Box 230125, Tigard, Ore. 97223, U.S. Steel's ex-B&LE F-7's which work the taconite trains down to the Union Pacific at Wenten Jct., Wyo., are getting fresh paint jobs, so their immediate future looks bright. Southern Pacific's SD-45X No. 9505 (ex-EMD Demonstrator 4203) has gone to Chrome Crankshaft in Alhambra, Calif. The unit had been wrecked and stored for some time; disposition is as yet unknown. The Frisco has received a "surprise" order of SD40-2's; unreported earlier, yet 951 and 954 are in operation. Ken wants to hear from anyone who has seen military units (USAX, USAF, USNX) being transferred from one base to another.

A GHOST has turned up in Conrail's Beacon Park Yards in Allston, Mass.—New Haven 8518—which Norton Clark, 21 Endicott St., Newton Highlands, Mass., shot in the old New Haven paint scheme, freshly applied. She is an ex-Pennsy SW-1 and now sports a Conrail number. The producers of a film about the Brinks robbery in Boston needed a New Haven loco, so 8518 got black paint with orange "NH" on cab and sides.

ROBERT TERHUNE, 11702 Bran-

don Way, Houston, Texas 77024, reports the movement of Oregon, Pacific & Eastern equipment to the former Santa Fe terminal in Galveston. Included are OP&E 2-8-0 No. 5 (ex-Magma Arizona 5, built 11/22 by Alco), OP&E 2-truck Shay 112 (Lima, 1923), an RDC from OP&E, several baggage cars, two or three Pullmans, one from Union Pacific, and an observation car which has the name *Crescent* on the letterboard and *Robert E. Lee* painted under the windows. All of this belongs to the Moody Foundation, which is rumored to be building a railroad exhibit somewhat on the order of the "Chattanooga Choo Choo" Motel complex in Chattanooga.

"MAINLINE MAC" (R.J. McKay) of P.O. Box 623, Little River, Texas 76554, made the grade from ATSF brakeman to fireman and is now working at Temple, Texas, on a midnight hostling job. Mac reports that the Brotherhoods aren't totally sold on the CF-7 conversion models that ATSF produced at Cleburne, Texas. Now ATSF is re-working the older ones in an attempt to mollify the unions. Unsafe conditions pertaining to frame bounce and cab wobble have led to petitions against the use of CF-7's as lead units.

MAYBE you read about a runaway Norfolk & Western diesel switcher which got out of a Detroit N&W yard and rolled 28 miles to Milan, Mich., before N&W employes ran it in against 10 cars on a siding at about 35 mph. Radar had clocked the loco at 50 mph during the run. N&W is investigating but would not comment on possible connection with their strike.

THOSE PRECISION NATIONAL GP-9's which Canadian Pacific had been using were passed on to Conrail in August, except the 537, which went in September. I saw the PNC 136 at Conrail's Sharon Yards the other day. Ontario Northland bought some parts from CP Rail FA-2's Nos. 4087 and 4092. Limestone Quarries Uthoff bought CP 6534, an Alco-Montreal S-3. Baldwin DS-44-1000 No. 7069, one of the last five, has been retired in Vancouver. The SD-40-2 No. 5675 is still at Angus Shops, pending rebuilding.

Canadian National has got new SD-40-2's, numbered 5294-5295. It supplied three SD-40's to the British Columbia Ry. for August-September weekends of running trains to Prince George.

A RECENT CHECK of operations at Armco Steel's plant in Middletown, Ohio, shows the last major fleet of Lima diesels still carrying on, although some members have been sacrificed to keep others running. As of August 21, these Limas were running or in operable condition at Middletown: E-109, E-110, E-117, E-118, E-119, possibly E-122, E-128, possibly E-129 after repairs, E-130, E-131, E-134, E-136, and E-137. The E-110 is awaiting possible donation to the Whitewater Valley RR. of Indiana. That leaves 12 operable Limas at Middletown. Plant tours can be arranged. E-128 is still painted in her Bicentennial red, white, and blue.

ALAN KRAMER, 25-03 Fair Lawn Ave., Fair Lawn, N.J. 07410, reports a boxcar with "AHW" markings, which I assume are Ahnapee & Western, plus another Erie Western box and covered hopper. Some of the Virginia Central cars mentioned earlier are going to the Hillsdale County Ry.

LATE NEWS of Pittsburgh on the Chessie System: a railfan just back from Glenwood Shops there says that ALCO switchers (S-2 and S-4 models) are being put back to work to help relieve a power shortage! He reports seeing numerous units in the 9000 and 9100 series at work! Anyone else on this?

Regarding the GP-28

RAREST of the "second-generation" production models are the GP-28 and the SD-28. The GP-28 is housed in a carbody almost identical to the GP-35, but is a non-supercharged, 1800-hp loco with a 16-cylindered 567D1 as power plant. GP-28 has no square turbocharger stack, rather has two small stacks on the roof. Two radiator fans atop the radiator air intakes are another sure tip-off. This might cause confusion with the prolific GP-38 and GP-38-2, which also sport two radiator fans and two stacks, but the GP-28 is 3 feet shorter than the GP-38. If in doubt, count the handrail stanchions along the hood back of the cab; GP-38 has 10 stanchions, GP-28 has 9. The length, of course, is due to the 645 prime mover in the GP-38 as opposed to the old 567 in GP-28.

The GP-28 was built between March, 1964, and Nov. '65 in a very limited run. Just 16 of them sold in the U.S. and 10 in Mexico, the last 1800-hp loco with a 567 plant. Five units were sold to Peru. They were superseded in the catalog by the very popular GP-38 at 2000 hp with the new 645 plant. They were built in both high and low-hosed configuration, with low noses standard, and with or without dynamic brakes. Most of the GP-28 production lacks dynamic brake blisters.

Roster of GP-28's: Chihuahua Pacific (Mexico) 801-807, low nosed with dynamic brakes, CH-P: 808-810, high-nosed, dynamic brakes, and steam generators in high noses. Illinois Central Gulf 9429-9440, low-nosed, no dynamics. Mississippi Central 211, low-nosed, no dynamics, to ICG 9441 in 1967. Texas 570, 571 and then 700, 701. Lettered Missouri Pacific and sublettered T&P. Southern Peru Copper 26-30, low nosed, dynamic brakes. Texas-Mexican 856, low-nosed, no dynamics.

These 31 locos are spread far and wide. Your best chance to see one might be St. Louis, where ICG's and MoPac's could possibly come together. The SD-28, of which there are only 6 production units, is a look-alike to the many SD-35's. Once again, two stacks, no turbocharger stack, and two radiator fans sets the SD-28 apart. Length is the same as SD-35. To distinguish SD-28 from SD-38, remember that SD-38 is built on an SD-45 frame, resulting in big "porches" at the ends. SD-28 has a small platform area. Both GP-28 and SD-28 use the pressurized long hoods as introduced on the GP/SD-35.

Only two outfits bought the SD-28. Reserve Mining Co., which runs taconite trains from Babbitt, Minn., to Two Harbors, owns 1233-1236, all with dynamic brakes and low noses. An unlikely buyer was the Columbus & Greenville, "The Delta Route," the Mississippi road that used Baldwins on the road trains. C&G's 701 and 702 were now-nosed without dynamics and with the smallest fuel tanks ever carried on a road locomotive. Illinois Central Gulf took over the C&G for a while, and then resold it as an independent; but the Greenville's SD-28's remained on ICG. They are now ICG 9450 and 9451, making ICG the only road to own both GP-28 and SD-28. Both SD-28's were fitted with standard-sized fuel tanks at Paducah, Ky.

You won't see the passenger version of the SD-28 unless you visit Korea. The Korean National Rys. has SDP-28's numbered 6301-6306, built for them in May, 1966, the only such locomotives on earth. These were produced after the production run of SD-28, from July to Sept. 1965, gave way to the 645 plant. The SD-28 is the same mechanically as the GP-28, except, of course, for length to accommodate C-C wheel arrangement and six traction motors.

These models are the result of an "interim" production at the end of the 567 plant era and the introduction of the 645. MoPac has beefed up its two units to 2000 hp. Possibly others have done the same.

CONTINUE sending diesel news and reviewable diesel books to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240.

INFORMATION BOOTH

ASK BARBARA. Railroad questions are answered here—as many as space permits.
Address Miss Barbara Kreimer, *Railroad Magazine,* 150 East 58th Street, New York, N.Y. 10022.
No questions will be answered by mail or telephone.

Question: I understand the Milwaukee will have major surgery in the West.

Barbara: You're probably right. Stanley E.G. Hillman, trustee of the bankrupt 10,000-mile system, has been negotiating with Union Pacific for the sale of Milwaukee's 1,561-mile stretch between Butte, Mont., and the Pacific Coast. He counters critics who question the wisdom of cutting out the lucrative Pacific Northwest long-haul traffic by citing the cost of crossing three mountain ranges and serving hundreds of miles of sparsely populated country. Calling the line west of Butte "a serious and inevitable drain on the railroad," Hillman said: "I must stop the losses from these lines promptly and try to utilize our resources more productively." Besides eliminating operating losses the move is intended to conserve cash by reducing maintenance and rehabilitation.

Question: When did Seaboard Air Line go on the auction block? What rail subsidiaries did it own or control?

Barbara: The date was May 31, 1945. SAL's wholly-owned railroad subsidiaries were the Brooksville & Inverness, the Charlotte Harbor & Northern, and the Prince George & Chesterfield. Subsidiaries it owned or controlled but separately operated were the Macon, Dublin & Savannah, the Jacksonville, Gainesville & Gulf, and the Tavares & Gulf. SAL also owned 50% of the total outstanding capital stock of the Baltimore Steam Packet Co., known as the Old Bay Line, that ran between Baltimore and Norfolk.

Question: Short history wanted of Grand Junction, Colorado.

Barbara: Grand Junction was named for the junction of the Grand River (renamed the Colorado River about 1922) and the Gunnison River. Founded in 1881 as a cattle town, it grew rapidly with the arrival of the Denver & Rio Grande's Gunnison line in 1882 and the Colorado Midland and Rio Grande Junction railroads in 1890. In the mid-1890's irrigation made farming practical; the area soon became a thriving agricultural center. Fruit and sugar beets are its most important crops. Colorado's first beet-sugar factory opened there in 1899. Mineral production in the area includes uranium, vanadium, oil shale. Coal was once mined around Book Cliffs to the north. The large stone D&RGW depot was built in 1905 for the D&RG and CM passengers. The Rio Grande's Montrose branch which connects with the mainline by means of a wye is the only remnant of the famed old Gunnison narrow-gage line. Thanks to Colorado Midland-NRHS for this info.

Question: Why did the Canadian Pacific name its 2-10-4's Selkirks?

Barbara: Because of the Selkirk Range in the Canadian Rockies. Those engines were in the 5900 series. Nos. 5920-29, built in 1938 and weighing 728,000 lbs., were the largest locomotives in the British Commonwealth. Identical sisters 5930-5935 proved to be the last steamers built for CPR. The Selkirks were ordered for freight, passenger, and helper

The sky was cloudless and the early morning was warm on June 12, 1950 as Milwaukee E-14, class EP-3, glided into Missoula, Mont., with train 16, the *Olympian Hiawatha.* UP might take over area trackage.

Collection of Philip C. Johnson

service on the run between Calgary, Alta., and Revelstoke, B.C.

Question: When was the Providence, Warren & Bristol line in Rhode Island electrified?

Barbara: In 1901. Carrying very heavy interurban service, it was a notable electric line. Overhead wires were used rather than the third-rail which was popular at the time on some other juice-oriented lines.

Question: Under what conditions can my military service be credited to railroad service (Soo Line) under the Railroad Retirement Act?

Barbara: If you entered the armed forces either involuntarily or while the U.S. was at war or in a state of national emergency. Also, you must have worked in the railroad industry during the same year you entered military service or in the preceding year.

Question: Please print *The Wreck of the Royal Palm*.

Barbara: Here are the words, but I can't remember the author.

'Twas a dark and stormy night,
The rain was falling fast,
The two crack trains on the Southern Road,
With screaming whistle blast,
Were speeding down the line
For home and Christmas Day.
On the *Royal Palm* and *Ponce de Leon*
Was laughter bright and gay.

Then coming 'round a curve,
At forty miles an hour,
The *Royal Palm* was making time
Amid the drenching shower.
There came a mighty crash,
The two great engines met,
And in the minds of those that lived
There's a scene they can't forget.

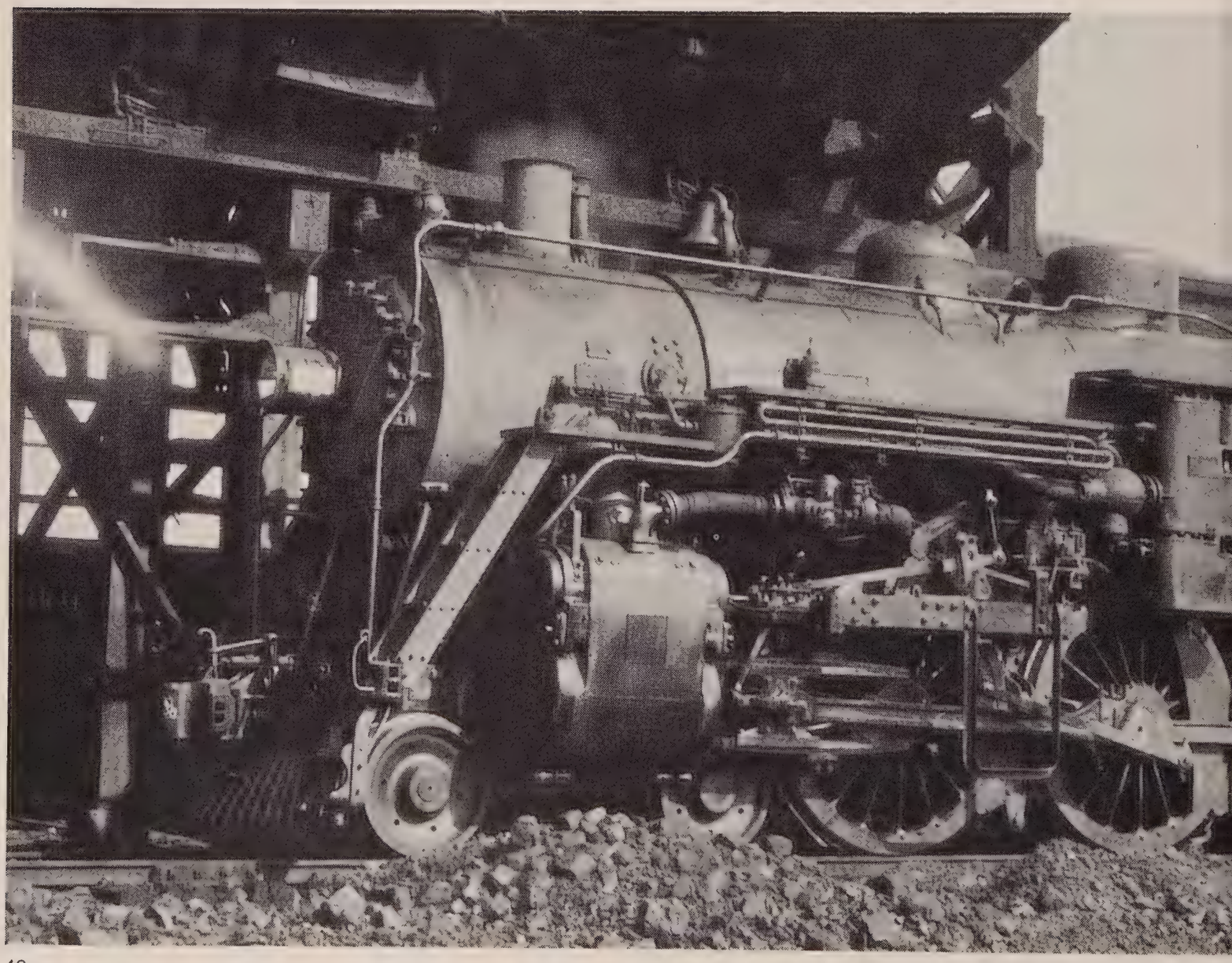
It was an awful sight,
Amid the pouring rain,
The dead and dying lying there,
Beneath that mighty train.
No tongue can ever tell,
No pen will ever write,
No one will know, but those who saw
The horrors of that night.

There's many the saddened home
That sat that Christmas Day,
Whose loved ones never will return
To drive the gloom away.
They were on the *Royal Palm*
As she sped across the state;
Without a single warning cry
They went to meet their fate.

Question: Anything on the Omaha & Republican Valley?

Barbara: The Union Pacific formed it. Charter was issued Aug. 15, 1876. Operations started Jan. 1, 1877, when the road had been completed from Valley Station on the UP to Wahoo, Nebr., 20 miles. By Dec. 31, 1878, the road was operating two locomotives, two passenger cars, a baggage car, 53 freight, and 11 service cars between from Valley and Stromsberg, Nebr. In 1887 the O&RV was merged with the UP as a wholly-owned company.

Question: What was the Southern Pacific-Western Pacific locomotive swap during World War II?



Barbara: The War Production Board in 1943 ordered six GS-6 4-8-4's, then under construction for SP, diverted to WP, which badly needed power. WP 481-486 were completed according to Southern Pacific specifications and were delivered with SP-style train number indicators which were never used. They picked up trains from the D&RGW at Salt Lake City and often shared platforms with sister GS-6's at SP's Oakland Mole.

Question: Tell me about the B&O's Point of Rocks depot in Maryland.

Barbara: This historic Gothic-revival B&O depot, a photographer's dream, is still in use, according to Fran Donovan of the Railroad Station Historical Society. The station figured in the days of building the C&O canal. In 1828 the canal company demanded a right-of-way through the narrow mountain pass at Point of Rocks, with the further proviso that the Baltimore & Ohio Railroad be denied right of passage through, forever." The B&O—at that point only 69 miles from Baltimore—protested successfully through the Maryland Legislature, as a result of which the canal and railroad were built side by side. So as not to alarm the canal dray-horses, locomotives hauled B&O trains only to Point of Rocks, and horses drew the trains from there over the 12 miles to Harper's Ferry. The depot was built in 1974-75, with living quarters for the station agent. Closed in 1971, it was tapped for demolition, but the Wilkinsburg Historical Society succeeded in preserving it.
ceeded in preserving it.

Question: In old rail lore what were (1) a wanigan car, (2) trapeze artist, (3) steam-winder, (4) put on the nosebag, and (5) pie-book.

Barbara: (1) The timekeeper's headquarters, the office car of a railroad camp. (2) One who rode the rods; a hobo, called trapeze artist because of the dangerous climbs he made to get onto moving trains. Riding the rods wasn't any cinch either. (3) A Climax-type geared locomotive. (4) Head for the nearest beanery, or restaurant, to grab a meal. (5) A trainmen's meal ticket, also called pie-card.

Question: Brief info wanted on James J. Hill's Great Northern Steamship Co. steamers *Minnesota* and *Dakota*.

Barbara: Both sister ships, 630 ft. long and weighing 37,000 tons, were built by the Eastern Shipbuilding Co. at Groton, Conn., and were launched 10 months apart from what is now Electric Boat Div. of General Dynamics, builder of submarines. The *Minnesota* slipped down the ways April 16, 1903. The *Dakota* followed her into the Thames River on Feb. 6, 1904. Both great ships plied the waters between the West Coast and the Orient, carrying many immigrants among other passengers. Three years after the *Dakota* was launched, she ran aground off the Japanese coast and was lost. Eight years later the *Minnesota* ran aground off Iwo Jima. She saw brief service as a trans-Atlantic cargo transport during WWI. Finally considered a "white elephant" because of her size, she was sold for scrap in 1923.

Boston & Maine P3D 3703, built by Schenectady in Oct. 1923, seen at Rigby, Me., coal shute on July 30, 1930, was never given a cab name.

Collection of Gorton T.H. Wilbur

Question: What do U.S. railroad tank cars carry?

Barbara: The oil that early tank cars carried now moves within the U.S. largely by pipeline. However, more than 1,400 different materials are transported in rail tank cars. These range from such products as molasses, orange juice, and milk to wide variety of chemicals essential to many industries. Railroads own very few cars in the total tank-car fleet of some 171,000. Most of them belong to shippers or leasing companies. The railroads, shippers, carbuilders, and now the Government are making extensive efforts to improve tank-car safety, following recent mishaps.

Question: Info wanted on FM SW-1500 switchers being the last power delivered to New York Central prior to its merger with the Pennsy.

Barbara: They weren't. My top New York Central authority, Charlie Smith, railroad historian, says EMD delivered 55 GP-40's, GE U30B's, and Alco 10-C-430's in 1967, the last year before Penn Central came into being. The Alco C-430's were the final pre-merger units delivered. How did you happen to mention FM SW-1500's?

Question: Where is Algoma Central headquarters?

Barbara: P.O. Box 7000, Sault Ste. Marie, Ontario P6A 5P6, Canada.

The latest word I have is that the road has 34 diesel locomotives, 62 passenger and 1919 freight cars, and 102 other cars. It also has 8 motor and two steam vessels.

Question: Which Boston & Maine 3600-class Pacific's bore names?

Barbara: None that I know about. However, ten B&M Lima-built, 3700's had names and numbers. They were: *Peter Cooper* 3710, *Allagash* 3711, *East Wind* 3712, *Constitution* 3713, Greylock 3714, *Kwasind* 3715, *Rogers' Ranger* 3716, *Old North Bridge* 3717, *Ye Salem Witch* 3718, and *Camel's Hump* 3719. Nos. 3710-3714 were turned out in 1934 and Nos. 3715-3719 in 1937. The names were chosen in a contest open to commuters, B&M employes, and school children.

Running Extra

WHEN THE SECOND railroad ferry *Maryland* was built in 1889 to replace the original of Civil War fame that burned at her dock in the Bronx in 1888, I thought it became the *Mandalay* pride of the New York-New Jersey Highland excursion trade after the Bronx-New Jersey ferry had been abandoned in 1912 by the New Haven and Pennsylvania railroads. I've been told it was the *Express,* not the *Maryland* that became the *Mandalay*. Anyone know?—Edward J. Colgan (treasurer, New York Chapter, Railway & Locomotive Historical Society), 172-12 Crocheron Ave., Flushing, N.Y. 11358.

WHY DON'T long lengths of ribbon rail buckle at the joints due to expansion? I know that 33-foot rail did expand and contract in extreme heat and cold. In laying 33-foot rail an allowance was made at each joint.—Duncan Wicker, 227 New Drive, Winston-Salem, N.C. 27103.

I RODE New York Central's *Mercury* between Toledo and Cleveland in 1944. This train was built specifically to run between Detroit and Cleveland. As I remember, the cars were articulated and had no vestibules. Anyone have details of this train?—Philip R. Shaw, 6828 Easthaven Way, Citrus Heights, Calif. 95610.

BOSTON & MAINE has a single track running through Hoosac Tunnel. Prior to 1960 it was double iron.—Raymond E. McMurdo, 755 Main St., Waltham, Mass. 02154.

INFO, PIX, ARTIFACTS wanted on the Bartlett Western R.R. Known also as the Bartlett North-Western and the Bartlett-Florence R.R., this road nicknamed "The Bullfrog Line," supposedly because its cars often jumped the tracks. It was also nicknamed "The Big Windy," "The Four Gospels Line" and "The Route of the Apostles."—R.J. McKay, Box 623, Little River, Texas 76554.

WHY WERE THERE so many different locomotive pilot styles? Which style was the best?—Bernard Gasper, Jr., 413 S. Mtn. Blvd., RD9, Mountaintop, Pa. 18707.

WHEN MY grandfather worked as a fireman on the old OL&W R.R. a labor paper once carried the poem, *"Why a Locomotive Is Called a She."* Who knows the words?—Eugene Thomas, (WP engineer), P.O. Box 854, Winnemucca, Nev. 89445.

I WANT photos of Tenn. Central business car 120 and trains Nos. 1 and 2, especially when they had open-end observation cars. Also want pix of the road's two steel Pullman cars *Loire* and *Rockwood,* for a book I'm writing.—Robert L. Dixon, Lot 55, Lake Harper Mobile Home, V., Lake City, Fla. 32205.

WHERE CAN I GET boxcar and billboard refrigerator car pix?—Art Griffin, 2734 Floral Tr., Michigan City, Ind. 46360.

I WANT A LIST from anyone having pix of Grand Trunk Pacific, Canadian National, Grand Trunk, Grand Trunk Western, and Duluth, Winnipeg & Pacific (steam).—Larry Lineman, 4596 John St., Vancouver, B.C. V5V 3X2, Canada.

INFO AND PIX needed on trolley line that ran between Waterbury and Stowe, Vt.—Richard Cowles, Box 95, Atascadero, Calif. 93422.

ANSWERING William Anderson's query for Clinchfield info: a good historical article was published in June '75 issue of *The Bulletin,* magazine of the National Model Railroad Assn.—J.W. Mathews, P.O. Box 18-007, Seattle, Wash. 98118.

WHAT IS A MARS headlight? How does it work? Where did its name come from? Do other lights on diesel locomotives have special names?—Robert S. Zelenka, 98 Monticello Ave., Annapolis, Md. 21401.

INCLUDE the Cincinnati, Saginaw & Mackinaw Muskegon Ry. & Navigation in your list of roads merged into the Grand Trunk Western. I'd like to know more about the Chicago & Kalamazoo Terminal R.R. I have a C&KT pass showing on one side Niagara Falls Air Line and the *East Shore Limited* with a Ten-wheeler, combine, and five coaches. On the reverse side is an engraved map of part of Michigan's lower peninsula.—Claude Day, Jr., RR2, Stanwood, Mich. 49346.

WHAT IS a JC Van?—D. Peters, Box 84, Lima, N.Y. 14485.

I NEED background info for article I'm writing on major U.S. railroad junctions, or locales, where people may meet by chance, comparable to Crewe Junction in Cheshire, England, where people seem to be continually changing trains to destinations all over the country.—C. O'Connell, "Sidda Ville," Rosebank, Douglas Rd., Cork, Ireland.

WHO CAN TELL me about date nails or recommend a publication dealing with them?—Al Mauren, 163 E. Hill Rd., Colonia, N.J. 07065.

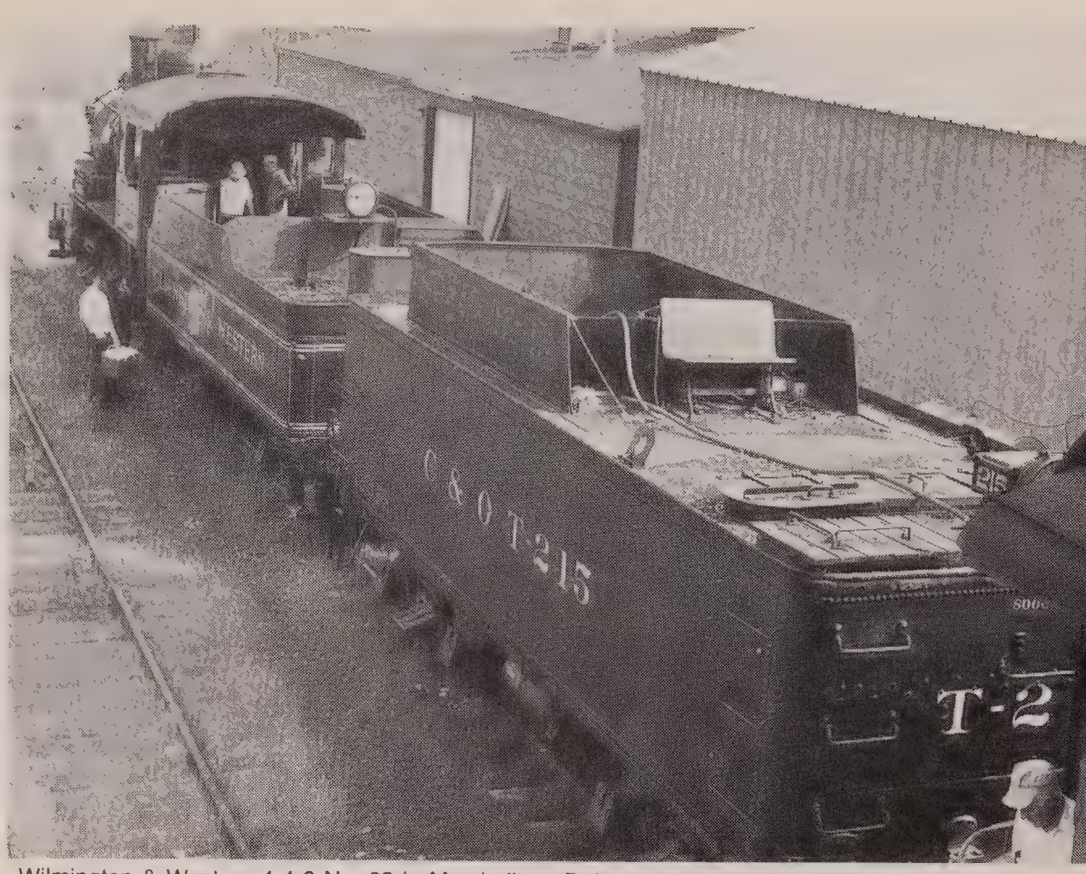
WHEN DID railroads first use electric lamps?—E. Willard Tompkins, 70 Hampton Way, East, Fresno, Calif. 93704.

WANTED: info on the Angelina & Neches and Dressler & Arlington railroads.—Dan Brady, 638 Main St., McSherrystown, Pa.

The weather was threatening on the late morning of August 19, 1977, as Amtrak train 11, *The Coast Starlight's* baggage car handled business for the southbound run at Seattle's King Street station.

IN SEARCH OF STEAM

WITH MIKE EAGLESON



B.R. Woodcock, 203 Molly Lane, Chadds Ford, Pa. 19317

Wilmington & Western 4-4-0 No. 98 in Marshallton, Dela., yard with auxiliary water tender once used by C&O 0-8-0. Note brakeman's bench on tender.

WILMINGTON & WESTERN at Greenbank, Dela., ran a holiday excursion between Hockessin and Ashland. Motive power was its beautiful ex-Mississippi Central 4-4-0 No. 98. For the more lengthy run than usual, a newly acquired ex-Chessapeake & Ohio 0-8-0 tender was added as a water car. Earlier in the season, the W&W showed astute marketing technique on Father's Day by letting each father have a free ride. Usually, Dad has a family, the other members of which naturally bought tickets. The road also has ex-Canadian National 2-6-0 No. 92, now being repaired. Out of service are a large 0-6-0 an former Gulf, Mobile & Northern 4-6-2 No. 425. I know I'm not alone in hoping this Pacific may someday be used for mainline fantrips.

SETH BRAMSON, steam historian, Florida East Coast steam expert, and *Interesting Railfan,* 8035 Cecil St., Miami Beach, Fla. 33141, is writing a definitive book on FEC steam. Anyone with pictures or data to contribute should contact him.

GEORGE M. HART, another of our *Interesting Railfans,* owns and operates ex-Canadian Pacific 4-6-0 No. 972, which runs through picturesque Lehigh River Gorge at Jim Thorpe, Pa., over the former Pennsylvania Division tracks of the Jersey Central. The handsome Ten-wheeler would appear to have no difficulty hauling the one coach through mountain scenery. It is hard to believe this line was once a busy route in the anthracite region of northeastern Pennsylvania. This steam operation needs more publicity in order to survive and to have the run possibly extended, reports *Interesting Railfan* Bruce Russell.

AS WE GO TO PRESS, former Canadian Pacific 4-6-2 No. 2317, class G-3-c, is practically ready to fire up at Steamtown, making her the only heavy Pacific operating in North America probably before you read this news, according to *Interesting Railfan* Frederick G. Bailey, P.O. Box 299, Chester, Vt. 05153. If things work out OK, he may send us pix of this event in time for use in our next issue.

AFTER 10 YEARS of Saturday volunteer work, dedicated members of the Bytown Railway Society in the Ottawa area of Canada have just about completed their renovation of a steam crane boom car built in 1919. Canadian National donated it to the Society ten years ago and railfans have been working on it ever since. The car is located at Ottawa's Museum of Science and Technology and presumably now is in working order, reports Fred. R. Inglis, 2114 Black Friars Rd., Ottawa, Ont., Canada K2A 3K5.

EDWARD A. LEWIS has resigned as vice president of administration for the Strasburg Rail Road, the nation's oldest shortline, which still uses steam. He is now business manager of the Lamoille Valley Railroad, a 96-mile freight line operating between St. Johnsbury and Swanton, Vt. At one time Ed was general manager and auditor of the Arcade & Attica, a freight and steam passenger excursion line. He is the author of a book, *The Reading's Victorian Stations*. Incidentally, passengers on the Strasburg this year ran about 5 percent behind last year's figure, I learn from L.P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

BRITISH RAIL 2-6-0 No. 78022 is now under repair by the Standard 4 Locomotive Preservation Society, Ltd., reports Trevor England, of Bramley near Rotherham, England. Among the Society's jobs to be tackled in putting her back to order are a complete lift of the boiler from the frames, retubing the boiler, sand-blasting and descaling of frames, rebuilding tender coal space, overhaul and refitting of motion, renewal of all non-ferrous pipes and fittings, and renewal of boiler cladding, rebuilding of smokebox. These many minor details are needed for final restoration to exhibition finish in the proper livery.

When I was in Great Britain in 1966 to photograph steam, I recall seeing only one 78000 series engine. She was moving through the track pans at Tebay, too dirty for me to catch her number, but actually under steam.

The little Mogul was one of the most modern on BR. Built in May, 1954, at the famous Darlington Works, she was

used at Sheffield on light passenger and freight trains, then transferred to Preston as the station pilot. No. 78022 was withdrawn from Lostock Hall motive power depot near Preston and sold in September, 1966, to Woodham Bros. scrapyard at Barry in South Wales, but was bought for preservation by the Standard 4 group in June, 1975. Once completed, this long-term project will steam on the Keighley & Worth Valley Light Railway.

FLORIDA'S Gold Coast Railroad at Fort Lauderdale, is engaged in retubing its ex-Florida East Coast 4-6-2 No. 153. Presently, all tubes have been removed, the boiler shell inspected, necessary repairs made, and the new tubes are being installed. She may have been steamed by the time you read this. Flue time is running out on the museum's other ex-FEC Pacific No. 113. There is no word yet if she, too, will be retubed. Let's hope so.

TWO U.S.-BUILT ex-Yugoslavian 0-6-0T steam locomotives arrived at Marineland and Game Farm at Niagara Falls, Ont., Canada. They were purchased for about $300,000 apiece and will pull cars soon to be built. The steam train ride is a part of major amusement complex.

SIERRA RAILROAD at Jamestown, Calif., had a spectacular doubleheader on November 4th. Consolidation 28 teamed up with Mikado 34 for an eventful outing. Smoky action photo runpasts highlighted the day.

GREAT NORTHERN 4-6-2 No. 1355 is displayed behind the empty and for sale Milwaukee Station and office building at Sioux City, Iowa, reports Frank Luppine, Jr., 1445 Sunset Ridge Road, Glenview, Illinois 60025. In 1955, according to a weathered plaque which today is hardly readable, GN donated the loco to the city. Built by Baldwin in 1909, she received superheaters in 1924. The boiler is showing inside a decayed jacket, the headlight is broken, one classification lamp is missing. But at least the bell and whistle are welded on and still intact. I wish a group could be formed to preserve this engine more effectively. Remember, various parks across the country house the fantrip engines of tomorrow.

RAILROADING THROUGH CAJON PASS, by Chard L. Walker, has 273 pages, 11½x8¼", and several hundred photographs, maps, charts, and drawings, and is published by Prototype Modeler, Inc., P.O. Box 343, Danvers, Mass. 01923.

One of the wonders of Western railroading is the legendary Cajon Pass, the pinnacle of trains ascending and decending heavy mountain grades. This book tells the story of Cajon from its early days of construction, line relocation, steam and diesel, it's all here in this book. The author, Chard Walker, who is also an *Interesting Railfan,* worked for the road since the days of steam. His book is a thorough and well-researched work on this significant piece of railroading.

The only unfortunate part of this book is that the publisher mercilessly cropped many of the scenic photos and even tore into locomotive fronts and the bottom of wheels. Not only were the photo reproductions in the book cut, but even the precious originals were ruined as well and the irreplaceable trimmings thrown away. It was not Chad's fault. In fact, he resents very much this senseless desecration.

Despite that, however, Chard Walker's work is a commendable job of documentation, with lots of steam action views. Photos from the cameras of "greats" include the author himself, *Interesting Railfan* Richard Steinheimer, Robert Hall, Stan Kistler, and the late Herb Sullivan, "granddaddy" of all Cajon Pass photographers. ●

Photograph by Interesting Railfan Bruce Russell, 240 Mt. Vernon Pl., Newark, N.J. 07106

Ex-CPR engine and coach at Jim Thorpe, Pa.,takes tourists over former Pennsylvania Division of the Jersey Central.

Coming Events

(No charge for listing here)

Until Jan. 7: Annual Christmas Spectacular. Steam around cranberry bogs. Weekdays 4-9 p.m., weekends 2-9 p.m., closed Thanksgiving and Christmas. Edaville R.R., South Carver, Mass.

Nov. 18-19: 8th annual model rail show, Kean College, Morris Ave., Union, N.J., 10 a.m.-5 p.m., includes railroadiana. Adults $1.50, kids 75¢. Write Paul Mallery, The Model RR. Club, Inc., Box 1146, Union, N.J. 07083.

Nov. 19: Waterfront Electric Ry. first annual model rr. flea market and displays, Yorkshire Hall, 4017 Lagrange St., Toledo, 11 a.m.-4 p.m. Tables $5 advance, at door $8. Admission $1, family $2.50. Query, with SSE, Charles Pauken, 1405 Harvard Blvd., Toledo, Ohio 43614.

Nov. 24, 25, 26; Dec. 1, 2, 3: Model Engrs. of N.J. annual show, rear of 569 High Mountain Rd., North Haledon, N.J., Fri. 7-10 p.m.; Sat. 2-5 p.m., and 7-10 p.m., Sun. 2-6 p.m. Adults 75¢, kids 25¢. Write E.J. Bush, 62 Pinebrook Rd., Lincoln Park, N.J. 07035.

Nov. 25, 26: Dec. 2. 3. 9. 10: Santa Claus trips, Morris County Central, Newfoundland, N.J.

Dec. 2: Carson City Railroad Assn., Annual Railroad Show. Info from CCRA, P.O. Box 2245, Carson City, Nev. 89701.

Dec. 2: Swap Meet sponsored by Central Okla. Railfan Assn., Central Okla.-NRHS, 12 noon-5 p.m., Omniplex, N.E. 52nd & Eastern Ave., Oklahoma City, Okla. Admission free. Tables $2. Contact Ed Birch, Jr., tele. (405) 751-3047.

Dec. 2 & 9: annual train show, basement, St. Paul's Episcopal Church, Fairfield, Conn., 10 a.m.-5 p.m. Info from Richard Moore (203) 259-7177.

Dec. 2 & 3: third annual Santa Claus Specials. Ticket reservations only. Hocking Valley Scenic Ry., Nelsonville, Ohio. Contact HVSR, 2366 Shrewsbury Rd., Columbus, Ohio 43221.

Dec. 8-10; 15-17; 21-23: Christmas runs with Santa Claus, Valley Railroad, Essex, Conn.

Dec. 9 & 10: Christmas Special. Monticello & Sangamon Valley Ry., Monticello, Ill.

Dec. 9, 10; 16, 17: Christmas Express, 10 a.m.-3 p.m., Pine Creek R.R., Allaire State Park, N.J. Museum of Transportation, Farmingdale, N.J.

Dec. 9, 10; 16, 17: Santa Claus Specials, New Hope & Ivyland RR., New Hope, Pa.

Dec. 16: Big Bash train meet, AHM Bldg., 9 a.m.-2:30 p.m., D and Tioga Sts., off U.S. 1, Philadelphia. Pre-registration $1, at door $1.50. Kids under 12 with adult free. Pre-registered 8 ft. tables $5. Tables at door $7. Auction 1:30 p.m. Movies, operating layouts. Send SSE to Bernie Paul, D and Tioga Sts., Philadelphia, Pa. 19134. ●

Motorman punches tickets for two youngsters aboard Ferrymead Tramway car 178 in New Zealand in 1977.

AG2 William T. Morgan, Box 6425, Misawa, APO San Francisco 96519

TRANSIT TOPICS

BY STEVE MAGUIRE

SERIOUS structural defects have been discovered in hundreds of new air-conditioned subway cars in New York City, and the bill to repair them could reach $32 million, according to city Comptroller Harrison J. Goldin. Goldin said an eight-month engineering study of the Transit Authority's 745 new R-46 subway cars showed defects in the trucks which carry and keep the cars on the rails. The report indicated that 454 trucks had developed cracks in the transom arms—parts of the frame that hold the 1,650-pound motor.

Goldin said the subcontractor, Rockwell International, designed the subway cars to withstand a maximum stress-force of 13,000 pounds per square inch, though a later test showed the actual force to be 36,000 pounds psi. Rockwell is using TA facilities to repair the vehicles. Although it has promised to pay all costs, Rockwell has paid only one-third of $1.8 million and is running nearly a year behind in payments, the comptroller charges.

Goldin recommends a new guarantee period of five years or 300,000 miles for the truck assemblies and all car parts that may be affected. He said both the contractor, Pullman, and the subcontractor, Rockwell, must guarantee that the life of the cars will not be shortened by the defects.

The TA favors a new guarantee period, but adds: "No subway car considered unsafe is placed in passenger service."

BECAUSE heavy floods have caused much damage to trolley cars stored in the present yard and shops of the Shaker Heights Division of Cleveland's Regional Rapid Transit Authority at Kingsbury Run, a new carbarn complex will be built across the track from that area. This is to include a shop, yards, and storage facilities located on land

Rome's new subway construction is being delayed by archeological finds, bureaucratic inefficiency, cave-ins, underground lakes, labor problems, and environmentalists.

now owned by Conrail east of the East 55th Street station. It will be part of the $56 million renovation of the entire line before the arrival of the new light railway vehicles now being built in Italy.

Also in the project is replacement of all tracks and overhead wires on the Shaker and Van Aken divisions, a new bi-level station at East 35th Street, with the new LRV's running on tracks above the Rapid trains, and new retaining walls along the line, new stairways, repaving of parking lots, and more night lighting.

Edwin Allen, now an RTA executive, is probably the only person ever involved in the planning and construction of new trolley car shops and barns at the same place on *two* separate occasions. Ed worked for the now-abandoned Chicago, Aurora & Elgin line in the 1940s. He was general manager of the Iowa Terminal RR. line at Mason City, Iowa, when a fire destroyed its barn and shop ten years ago, and engineered the building of new shops afterward. Now he's working on the big, new, 10-track yard and shop project for the Shaker Division of RTA.

Elsewhere in Cleveland, the RTA will buy land to extend the Shaker Heights Division eastward for 1.8 miles to Interstate 271 at Pepper Pile.

A GRANT of $607 million has been received by the Massachusetts Bay Transportation Authority of what is known as the Southwest Corridor project. This is the largest urban revitalization grant ever made by the Federal Government. It covers a 5-mile strip originally bought for use in Interstate Highway 95. The highway scheme was abandoned a few years ago after intense pressure from ex-Governor Francis W. Sargent and incumbent Governor Michael S. Dukakis. Both feel that mass transit is needed more than highways—which, of course, is true. The rail project will see the Orange rapid transit line relocated from its elevated structure over Washington Street. It will run from just south of Essex station through a new South Cove tunnel, now being built, to the railroad right-of-way, and this will be depressed 4.7 miles to Forest Hills. J. Carlsen of Westwood, Mass., sent us this news.

Another Federal grant is $74.2 million to the Maryland Transportation Department for a new rail transit system in Baltimore, bringing to $422.9 million the amount of U.S. funds available thus far for completion of an 8-mile segment of the proposed 26-mile system.

LAST MONTH we mentioned the helicopter patrol set up by Staten Island Rapid Transit along its rapid transit route on the island between Tottenville and St. George to curb vandalism, rock-throwing, and other damage to trains. Just recently the SIRT copter crew circling overhead observed a man attacking a woman in the brush near the tracks. A call to the police led to the man's arrest on a charge of attempted rape. This decision has since been reversed!

A somewhat similar case came up elsewhere when a federal appeals court reinstated an award of $18,000 in damages against Philadelphia's SEPTA for a woman raped in 1975 while waiting for a train on the Market-Frankford elevated line. It was contended that SEPTA was responsible for the assault because it had been negligent in not providing sufficient lighting or security at the el station.

U.S. District Judge Charles R. Weiner reversed the damage award, ruling that SEPTA had no reason to anticipate the crimincal conduct of the assailant and that the lighting and security problems were not the reasons for the rape.

A CLASS ACTION suit seeking guarantees of adequate facilities for the handicapped in Buffalo's proposed rapid transit system has been filed in Federal Court. Five persons, all confined to wheelchairs, filed the action which seeks a court order blocking federal constructions funds until authorities agree to make the system accessible to "mobility handicapped residents of Erie and Niagara counties."

The Niagara Frontier Transportation Authority has voted to allot $143,871.50 for underground pumping to check water levels. Why the 50 cents? The inability of planners for Buffalo's proposed rapid transit lines to determine the amount of water under the new route may increase contractors' bids by as much as $5 million. A private company will drill and pump water at the site.

SAN FRANCISCO'S Public Utilities Commission is "gravely concerned" about accepting delivery of the first 100 Boeing-Vertol Light Rail Vehicles, according to its president, John F. Henning, who has given Boeing a 50-item list of "headaches" that Boston has encountered with its LRVs which the city wants corrected before accepting its first LRV car. The message to Boeing Vertol is clear: "No vehicle will be accepted unless the specifications are fully met and until the cars are up to worldwide recognized transit standards."

In Boston, the Boeing cars are now two years behind schedule, having required 70 to 80 modifications, all at Boeing's expense.

TRAGEDY struck at the Woodland depot of the Southeastern Pennsylvania Transit Authority in Philadelphia when farebox collector Harry L. Britton was shot and killed inside the car barn. He was alone, collecting money from trolley boxes and placing it in a small battery-powered cart to take to the office. The murderer ran away with from $25 to $50. Later in the day Philadelphia police arrested a South Philadelphia man charged with the crime. This being a second such robbery attempt, SEPTA has increased security at the depot. A large cage has been installed and the money collector is never out of sight of an armed guard. So says the monthly publication of the Metropolitan Philadelphia Railway Assn., P.O. Box 7285, Philadelphia, Pa. 19101.

ROME'S NEW SUBWAY line will be 20 years old by the time it opens in the Italian capital, unless unresolved problems push back the opening date even more. This line, the first truly practical subway in Rome, was authorized by law in 1959 and has been under construction since 1964. After innumerable delays caused by archeological finds, cave-ins, underground lakes, environmentalist protests, labor problems and bureaucratic inefficiency, officials say the 9-mile underground be open to the public by next summer.

The city is supposed to furnish drivers for the test runs, but Parliament recently imposed a freeze on the hiring of new public employes. The maintenance yard is not large enough to hold all the trains on order. Cars are piling up in the construction plants while the city negotiates the right-of-way to enlarge the depot. Furthermore, the end of the line to the east was supposed to connect with a huge parking lot for commuters, but it is now in the middle of an empty field. The city has been unable to get bidders on the parking lot.

ENVIRONMENTAL impact report of the proposed upgrading of Pittsburgh's trolley lines for new light rail vehicles appears favorable, according to news sent to us by Jim Cerny of Pittsburgh.

The Urban Mass Transportation Administration predicts many solutions to congestion and travel time from the South Hills to the Downtown, as well as social and economic opportunities for people living in the South Hills corridor. The LRT plan proposes to rehabilitate portions of the 22.5-mile trolley system with federal grant assistance.

Also in Pittsburgh, the Port Authority has found a new use for the now-vacant Wabash Tunnel, which was rebuilt a few years ago at cost of $6 million for use in the now-defunct Skybus project. Eighty-seven buses now being retired will be stored in the tunnel as back-up fleet in case of emergency.

SEVEN THIRD-RAIL steeplecab electric locomotives, used until 1974 in the Anaconda Copper Co. mine at Gret Falls, Mont., have been placed on sale by the American Traction Co., P.O. Box 3398, Scottsdale, Ariz. 85257. If no buyers show up quickly, they will be scrapped. Among these are 500-v D.C. motors are ACM L251-4, 1905 25-tonners; L351, a 35-tonner built before 1910; L401, a 40-ton B-W motor, and L451 a 45-ton B-W built in 1927. For more information contact ATC, phone (602) 991-1932.

"BATTLE LINES are drawn in San Diego Transit War," said recent headlines in the *San Diego Union,* referring to the proposed 15.9 mile light rail transit operation running south from downtown San Diego, Calif., to the Mexican border at San Diego.

After more than a year of feasibility studies of 3 all-bus systems and 4 bus-rail alternatives, the city's Metropolitan Transit Development Board has voted to go ahead with the gasoline tax-funded light rail line at a cost of $83.1 million. The California Air Resources Board also recently approved the project.

It calls for buying the right-of-way of the existing San Diego & Arizona Eastern Ry., which runs the length of the proposed route. About 1.5 miles of new track would be built in central San Diego while improvements in other areas would convert the existing line to light rail use. MTDB estimates cost of the improvements plus acquisition of 14 trains at $50 million and right-of-way acquisition at about $18.1 million.

This project reminds us of the new light rail transit lines recently opened in Edmonton and nearing completion at Calgary, both in Alberta, Canada.

But the battle for San Diego's proposed line is far from over. In one camp, apparently the larger one in sheer numbers, are supporters of the Metropolitan Transit Development Board's hopes to build a rapid rail line from downtown to the border to solve 1995 problems of freeway congestion and air pollution at today's prices.

On the other side, which appears to hold the bigger weapons of influence and decision-making powers, are those who question the wisdom of spending up to $83.1 million for that rail line in the face of a tax-tired citizenry. Bob Wanner and Frank R. Bauer sent us this news.

NEWS of rail projects seldom comes from the Los Angeles area. Even when such news does come, it seems that the plans are promptly shot down. Right now, County Supervisor Ward Baxter of the Southern California Rapid Transit District is proposing a 57-mile, $3.8 billion rail system that he says will be needed to keep the region from becoming immobilized by the year 2000. He plans lines out Wilshire Blvd., through Hollywood to the San Fernando Valley, a line along the Ventura Freeway in the San Fernando Valley, another east from Union Station along the San Bernardino Freeway busway, a line south from downtown Los Angeles to the planned Century Freeway, and an airport line along the route of the same freeway.

The proposal would be financed by a half-cent increase in the sales tax. If it gets on the ballot, it would be the fourth transit financing proposition for Los Angeles County in 11 years. Voters rejected the previous three.

This news comes from Arthur C. Davis of Reseda, Calif., who says also that SCRTD is buying 1000 new buses (what else for L.A.?) at a cost of $100 million, to be delivered over a 3-4 year period. Among them will be articulated buses and double-deckers.

A PROBLEM facing the Port Authority Transportation Co. is reported by James Cabry, Box 819, Valley Forge, Pa. 19482. It's new $8 million Woodcrest station in Cherry Hill, N.J., is to open next March, but there will be virtually no way for an anticipated 10,000 daily riders to get there! The parking lot for 2500 cars will not be open until next October. Two roads leading into the station will be torn up for improvements when the station opens and will not be ready for use until late in 1979. Worse yet, the access road connecting the parking lot with Interstate 295 through Charry Hill will not be available for travel until 1983!

CHICAGO TRANSIT AUTHORITY has had to remove some concrete ties installed when the Dan Ryan line was built a few years ago and replace them with new wooden ties, according to news from Steve Scalzo, Park Forest, Illinois. Rough spots on the tracks that resulted in hard riding apparently were due to a drainage problem in the track's subsoil, causing CTA to replace hundreds of ties in the 9-mile, 9-year-old right-of-way.

A CTA spokesman criticizes the design of the line and the concrete crossties. He says the flat underside of the ties acts as a pump, pulling water up from the subsoil under the roadbed. The standing water then disintegrates the stone ballast on which the ties rest, causing rough spots.

A motorman was suspended for going too slowly in the bumpy area and reaching his terminal 30 minutes behind schedule. CTA suspended him for 3 days. This action is being appealed by Division 308 of the Amalgamated Transit Union, which seeks restoration of the 3 days' pay and removal of the incident from his files on the ground that he acted only for the safety of his passengers.

Also in Chicago, part of the Lake Street elevated railway will be rebuilt over a 3-year period at cost of $6 million. This section, between Laramie and Harlem avenues, had been on ground level with grade crossings until 1962, when it was raised to the level of the adjoining Chicago & North Western tracks. As an economy move at the time, the old rails and ties were used. Now they are more than 50 years old and deteriorating so badly that replacement must be made. Work on the first part of the 2½-mile project has already begun.

DETROIT'S STREET RAILWAYS, Vol. 1; City Lines 1893-1922. Here is Bulletin 117 in the series of Central Electric Railfans Assn. publications and is authored by Jack E. Schramm and William H. Henning. It has 192 pages, 8½x11", hardbound. Price is $20 a copy from CERA, P.O. Box 503, Chicago, Ill. 60690.

This historical treatise from Detroit's first horsecar line in 1863 to the city's takeover of operation of the system in 1922 from the Detroit United Ry. is a bit unusual in format. Instead of chronological text, it is divided into sections covering first the separate early systems and then the stories of each of the local routes as they emerged into the DUR era. Many old photos show horsecars and the early electrics. A detailed and illustrated roster and clearly defined maps are included. Yet to come is at least one volume covering the city lines after 1922 and the great DUR interurban system.

SOME 35 YEARS ago I began editing this department, originally called *Electric Lines,* for which readers send me letters, news clippings, etc. Again I thank you all. I do not answer mail from readers unless they enclose self-addressed stamped envelopes. Send transit news to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719. ●

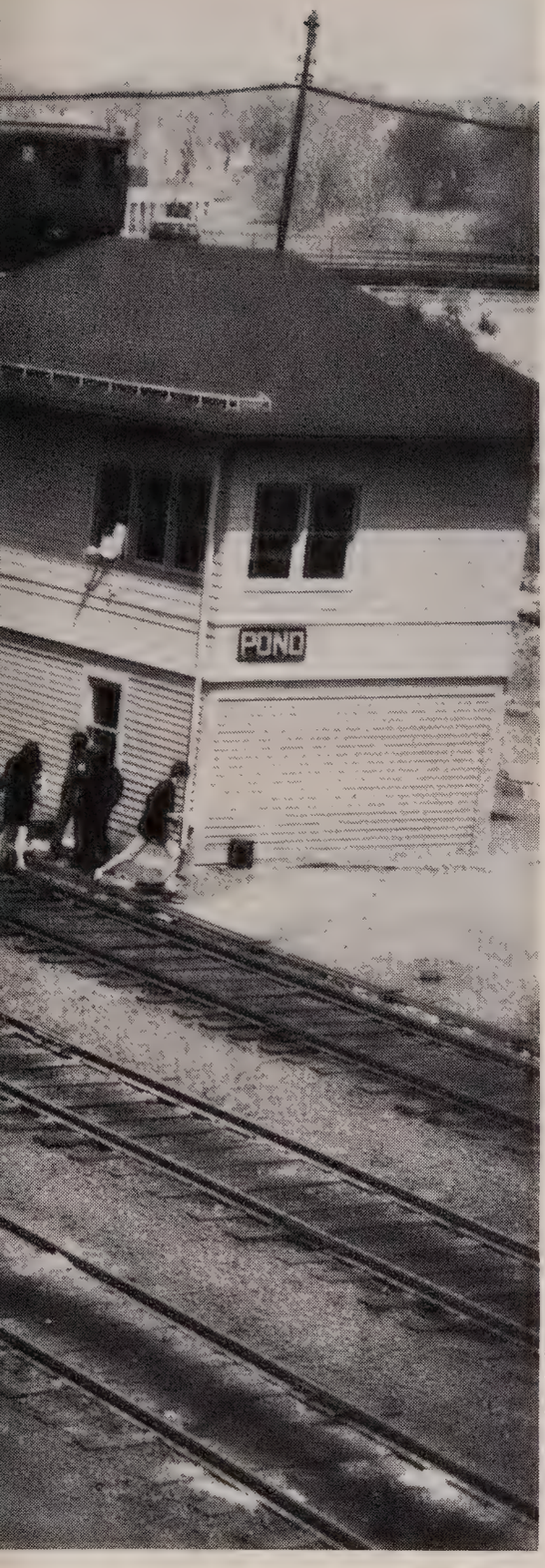
Long Island R.R. fantrip at Fresh Pond Jct., Queens, N.Y.C., on April 21, 1968.

INTERESTING RAILFAN NUMBER 1920

Roger Arcara

BY FREEMAN HUBBARD

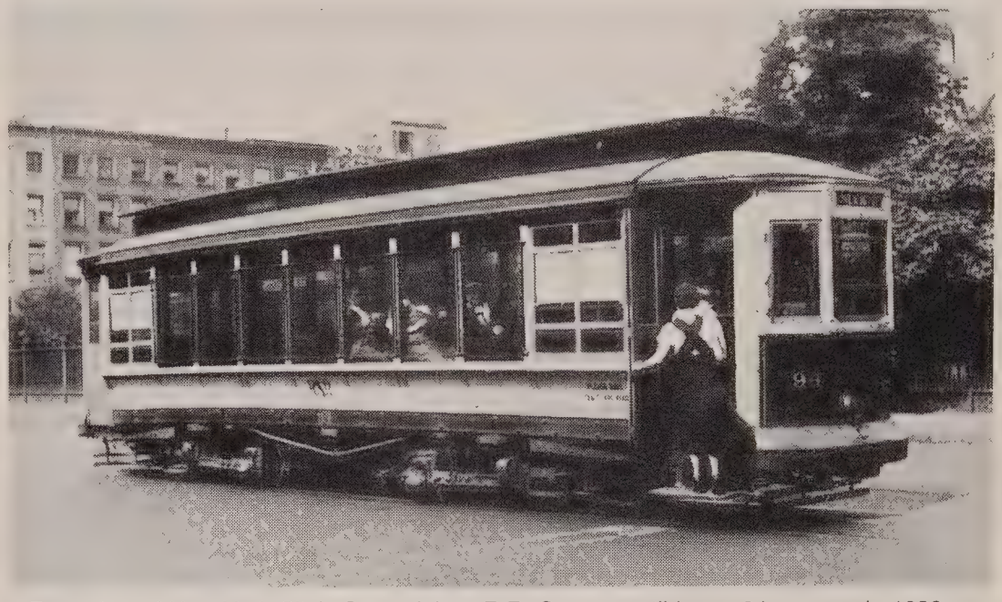
BECAUSE he prefers to be known solely for his contributions to the general knowledge of railroad history and operations, particularly electric lines, and not only for his personality, Roger Arcara is somewhat of a novelty in our long series (192 thus far) of *Interesting Railfans*. This series includes background information like biographical data, physical and mental traits, non-rail avocations, home life, and other human qualities. We feel that a person should be written about as a whole, of which his or her hobbies form only a part. But Roger himself has put little of his private life into our profile for



Photograph by Roger Arcara

Photograph by Michael Parker

Roger Arcara in front of former New York, Westchester & Boston Ry. building, now New York transit police station, in the Bronx.



Photograph by William J. Rugen in collection of Roger Arcara

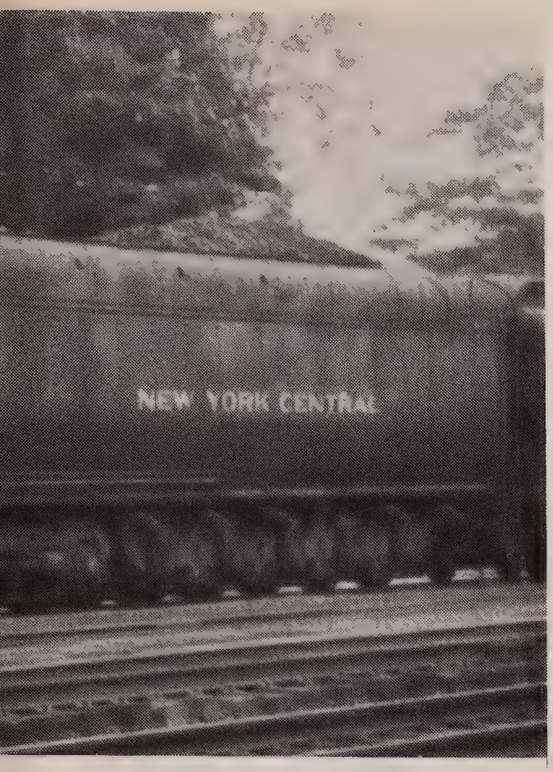
Rare view of New York City's Second Ave. R.R. Co. convertible car 94 as seen in 1933 on Second Ave. near 9th Street heading north.

Salt Lake, Garfield & Western former interurban cars used as trailers for tourist service shown at Salt Lake City, Utah, on May 12, 1969.

the reason that it is not directly concerned with the rail lore our magazine is based on. Some of his friends, however, were less reluctant.

In the late 1960s he worked full time in our office as assistant editor of *Railroad Magazine*. He handled the job well, combining zest, total honesty, and frankness with a sense of humor that made our relationship pleasant. Since resigning from our staff he has continued to help us now and then with photographs, factual material and proofreading. He has had articles and photographs published in *Railroad Magazine, Railroad Model Craftsman,*

One of the first steam engine photos our hero took (above) was this snapshot of NYC 5427 at Fonda, N.Y., in 1952. (Below) New York City's old Third Ave. El, showing 18th St., looking north in 1947.



Photograph by J.F. Bennett

Collection of Roger Arc

and the *Bronx County Historical Society Journal,* and has written a book, which we'll come to later.

"Roger Arcara is a unique individual with a dominant personality," says Mrs. Virginia W. Gallagher of City Island, New York City. "He is devoted to his home borough, The Bronx, is intensely interested in railroad transportation, specializes in this city's transit, and communicates his knowledge to audiences. One outstanding asset is his resonant voice. Roger speaks with authority. Rare is the man or woman who will buck this formidable expert."

Born in New York on August 12th, 1939, he was reared near the New York Central's Botanical Gardens station on the Harlem Division in The Bronx in the early 1940s and often watched trains there. He was also taken for rides on local trolley lines, the Third Avenue Elevated, and subways. In the late 1940s he began to read *Railroad Magazine,* which went a long way toward making him a confirmed hobbyist.

"As a youngster," he recalls, "I wanted to take pictures of trains, but was overtly discouraged from owning a camera because of the likelihood that I'd squander money on films and developing merely to get railroad shots. In our household, a camera was regarded as a device to make occasional photos of the family, friends, even flowers and other esthetica, but not of common trains. Nobody except me seemed to show any desire to preserve the passing scenes around us.

"My first train pictures were taken with my father's camera, under his supervision, as though he were making a big sacrifice to indulge my wish to have a few views of the trains I saw. This was in about 1952, my earliest photos being of New York Central Hudsons at Fonda, N.Y."

Later, our future *Interesting Railfan* sent away a dollar for a plastic camera and two rolls of size 127 film so inferior that the 16 half-size negatives taken with them were almost worthless. Subsequently, he learned by experience the techniques of photography and acquired better cameras of various types as he went along.

"When I look at the postage-stamp-size negatives made with that cheap plastic camera," Roger tells us, "I could curse in seven languages for not having had a good camera in those days. Fortunately, I have since been able to buy from other fans negatives and prints of the subjects I missed. I prefer the larger roll-film cameras for black-and-whites, my favorite film being postcars size 122, which Eastman Kodak discontinued some time ago in its obvious efforts at planned obsolescence by emphasizing tiny square negatives. I use 35mm only for color slides. My experience with folding roll-film types in the larger formats led me to repair and recondition such cameras and offer them for sale. *Switch List* ads in *Railroad Magazine* led to many sales over the years."

Louis Hertz, a widely-recognized authority on toy trains, who has been acquainted with Roger for more than 20 years, recalls that as a boy Railfan No. 192 was mature for his age and got along well with older people and that even during those early years he knew how to go about gathering and studying historical material in his chosen field.

"Maybe," Louis says, "he spreads himself out a bit too thin and wide in his hobby interests and activities. However, he has immense energy and enthusiasm, so who can say for sure? Another thing: I don't think he has learned yet that not everybody has quite his same degree of enthusiasm for some of his pet projects. But that's probably true of all of us, isn't it?"

When Roger goes out to shoot trains and city transit, he aims to record the passing scene as clearly as possible—not to produce examples of camera art which conform to arbitrary rules of composition. Special effects such as silhouettes, trick exposures, soft-focus views, etc., have little appeal for him. As a historian, he tries to make photos which one day will be of historical value. He shows trains or trolley cars as they are, in their normal setting (or, in the case of fantrips, he shows equipment not ordinarily used on the lines they are run on for these occasions).

"Long ago," Roger says, "I learned to photograph the commonplace because it may not be around in years to come. Today's commodity is tomorrow's history. To me, the best railway photos have the subjects in their natural surroundings, preferably in historic settings. Close-ups are good for record shots or detail views of particular equipment, but their usefulness is limited if the subject is not accompanied by other scenes of the same equipment in customary surroundings.

"To put it another way, posed and action shots are useful and complementary. Since railroading consists of people as well as rolling stock and trackside installations, I do not object to human beings in train pictures if they do not obscure the train or station or other main subject. People really belong in some views. But I have noticed a tendency in *Railroad Magazine* to overdo the human-interest side of the trains or stations, or partially hiding the equipment, or even out-of-focus pictures in preference to sharp ones just because they include humans."

Roger's early interest in the old New York, Westchester & Boston Railway (1912-1937) arose from seeing its abandoned remains in the late 1940s and the portion still used by the New York City Transit System. Fascination

with this line's history caused him to do research into it and, in 1962, to write a book entitled *Westchester's Forgotten Railway*. Public demand for more information on the subject led to a greatly expanded edition of that book (Quadrant Press, 1972), which also was well received.

Other abandoned railways in the New York area likewise appeal to Roger. Although most interested in rail passenger service, he is also attracted by mechanical devices, large and small, such as steamboats, automobiles, watches, radios, etc. He collects old tinplate toy trains, particularly those manufactured by the Louis Marx Company from the late 1920s to present years. Likewise old cameras, movie cameras, and projectors.

His political philosophy is built around a literal interpretation of the U.S. Constitution and the Declaration of Independence, particularly with regard to each person's rights to "life, liberty, and the pursuit of happiness." He believes laws should be few and simple, consistent with maintaining individual rights and encouraging individual initiative. "History teaches us that any society which compromises with criminals will have crime," Roger adds. "That, in my observation, is America's major problem today."

He has an extensive library of books and papers pertaining to railway history and operation. This material deals largely with the New York area. He also owns a large photo collection, including railway and transit movies, past and present, and has presented many programs at railfan clubs and historical societies, lecturing on movies in his collection. For the past few years he has conducted his "Railway Nostalgia Movie Nights" twice a year at a hall in The Bronx. These have proven very popular among the general public as well as local railfans, which indicates an increasing interest in trains and transit.

Apart from his rail interests, Roger objects to the use of alcoholic beverages and other narcotics. "Smokers," he says, "are most inconsiderate. They deliberately befoul the air which the rest of us have to breathe, with no regard for the health or feelings of others."

George E. Horn, himself an authority on electric traction and an *Interesting Railfan* as well, now living in Mountain View, Calif., and employed by San Francisco's Municipal Railway System, recalls some get-togethers he had with Roger Arcara and others to discuss the *Interborough Rapid Transit History* he was readying for publication, and meetings on the executive board of the Electric Railroaders' Association.

"About three years ago," George tells us, "Roger was an overnight house guest at my mobile home. I like him immensely. He is a man of integrity, perception, and observation. I am delighted that he got himself into the transportation field by working on the subways of the New York City Transit System, which provides him with a greater insight on people and operations. Unlike Roger, many railfans are not suited to the transit field because they cannot seem to cope with the day-to-day problems of handling the public and the difficulties of operating poorly-maintained equipment.

"Roger has the assets of being handsome, tall, and modest. I believe he has great potentialities but I do not feel they are being brought forth to the extent they should be. He could become a well-known showman and historian of the railway scene but he needs training along those lines."

To which Roger replies: "George writes with the authority of one who had produced and presented many fine films about railroading and transit, so I defer to his judgment. He deserves a great deal of credit for making movies long ago of subjects now gone. Much of what I have done in this field is in emulation of George's work."

Gary Grahl, a fellow Bronxite who knows him very well, tells us: "Roger Arcara is fond of children, somewhat unusual for a bachelor. A typical uncle doting on his sister's kids, he takes them to parades, for example, and Branford Trolley Museum. He gives kids presents that will increase their interest in railroads. He is unimpressed by Detroit's latest creations, preferring the simpler and roomier automobiles of the 1930s, '40s, and '50s with standard shift. He does much of the repair and maintenance work on his two old cars himself.

"For years Roger was one of the leaders of the Bronx County Historical Society. He set up a photographic exhibit of the borough's transporation in the Museum of Bronx History in the Valentine-Varian House depicting trolleys and early buses. At meetings of boards and committees, Roger likes to oppose moves that he considers detrimental to the cause of the hobby, such as raising dues unnecessarily, complicating the organizational structure, removing decision-making policy from the floor of the general membership and placing it in the hands of a smaller group, which he considers undemocratic, and so on. He has held office in the New York Division of the ERA and the Bronx County Historical Society.

"Roger does not seem to wish to be considered a conformist to current trends and fads. He prefers a fountain pen to the common ball-point pen because he finds it easier to write with for long periods of time). He uses some of the older, longer or optional spellings in his writings: *colour, honour, catalogue, centre,* etc., crosses his sevens, and so on. In his attire, he prefers the looser, more comfortable styles of the 1950s. In all, my friend Roger Arcara is a colorful character."

Photograph by Roger Arcara

Roger caught Reading 4-8-4 T-1 No. 2124 at Hershey, Pa., in 1958 on one of the railroad's first of many Iron Horse Rambles.

ONCE TOO OFTEN

BY CHAUNCY DEL FRENCH

SWITCH CREWS paused in their routine of preparing for the night shift as a raucous voice beat through the thin wall separating the yardmaster's office from the switchman's locker-room. Thuds of a desk-pounding fist punctuated a volume of invectives, while in the locker-room grins of appreciation lit up the faces of interested listeners. Loud-mouthed Bill Buckley was at it again.

One switchman asked his partner. "Did you get in soon enough to find out what touched him off?"

"Yeah." The other guy nodded. "I was in the office when he started. It seems the callboy forgot to call a fireman for the new General Manager's special. You should have seen Bellerin' Bill! With that guy's disposition, I'd hate to be his wife."

"Wife?" The only white-haired man in the room snorted. "Bill ain't got no wife nor even a girlfriend. Maybe that's why he crabs all the time." A reminiscent pause as he slipped into his Sunday-creased trousers. "But I can remember the time Bill Buckley was right playful. He was different in them days."

The switchman looked at the oldtimer with curiosity. "You seem to know about Bellerin' Bill. Is it any secret—his past, I mean?"

The elderly switchman inspected the hang of the trousers he'd just put on. "I'm dining out this evening," he announced, "but I'll tell you about Bill. He was once laughed out of his job, and had his wages garnisheed by a hock shop, but it ain't much of a secret. To give you the real dope I'll have to go back about thirty-five years, when he was a conductor on the Katy and I was braking on the head end—"

"You brakin' for Buckley?" one man inquired. "No wonder he never rips the hide offa you."

"I don't give him a chance to. He's just working over that caller for the good of his railroading soul. You and I know that a tallowpot don't need two hours notice to put on his overalls. Hell! I can recall, back in the woodburning days, when an error like that wouldn't have made any difference at all. All a callboy had to do was hike to the nearest gin mill or fancy house, poke his head through the door and yell 'Wood up!' and then sign up all the tallowpots sober enough to get to him."

When the laughter died down, he told the story; and here it is, word for word.

IN THOSE EARLY DAYS Bill Buckley had only one chin and he had a waistline. I know it's hard to believe, but he was right good-looking before his neck got thick, and he used to wear peg-top pants like the college boys did. Many's the time I seen him polish his shoes in the caboose and then wax his mustache with the same shoe-blacking. He maintained that a conductor's appearance, even a freight conductor's, should be such that you wouldn't mistake him for a hobo.

That was before the railroads issued badges to shacks and skippers to make it easy to tell the difference. But it wasn't the station agents that caused Bill to do all that primping. Girls hung around the depots in them days instead of riding automobiles or bikes like they do now. Being young and lively and holding a high-pay job, it was natural for Bill to chase women, or them to chase him.

Of course, he's got over all of that now. Twenty-five years makes a lot of difference. He don't go around with a face like a set bear trap without some reason for it. You all know he has no use for a boomer brakeman. There's a reason for that, too.

Bill was a damned good railroad man when he come to the Katy from the Sud Pacific de Mexico. I don't think he worked for the Sud Pacific long—just about long enough to find out that a senorita ain't fooling when she says no. The way Bill told me, her name was Conchita and she was sensuous, with enough sex appeal to excite the Great Stone Face of New Hampshire. Fiery green eyes, black hair, soft curves, a sweet husky voice, and long tapering legs. What more could you want?

Bill didn't savvy Spanish lingo, but he learned mighty quick that *greengo pig* was not a term of endearment. Especially when she pulled a sharp little knife from underneath the light frilly clothes he was fumbling around and used it to defend herself. Well, he got out of Mexico between sundown and sunup. He showed me the part of his body where Conchita had whittled him some, and he made a big joke out of the fact that he couldn't see the scars without using a mirror and bending over.

That guy was full of fun then. His practical joking during the bloom of his youth was mainly responsible for his single cussedness in seedy old age. I never knew a man who enjoyed a joke—on somebody else—more than Bill Buckley.

Him having had a black-haired whittler down in Mexico, it was plumb natural for him to switch to some other type of female when he went to work for the Katy. It wasn't until he got a run south that he met blue-eyed Rosie Dugan. Her pappy was a section boss near Denison, close to the Red River.

Jim Dugan's Irish temper was well known on the Katy. His vocabularly had been enriched, developed, and fertilized by the job of bossing forty semi-ignorant Mex section hands. Dugan was awful touchy about his daughter. With that flaming Irish pride of his, I'd have hated to have been the man who so much as hurt her feelings. Rosie's old man was liable to point directions with a railroad tie if he happened to have one in his hands.

All of Rosie's boyfriends received a liberal education in wholesome respect from the holy terror who guarded her. Even today I often hear Bellerin' Bill using words, and phrases that he picked up during his association with the Dugan family.

ROSIE'S HAIR—and temper—matched the color of the sun when it first pokes its head up out of the Gulf. Everything about Rosie was glorified. Tall and slim she was and

slick as a streamliner, with breasts and buttocks just the right size and a ringing laugh that would "steal your heart away." At least, that's how Bill Buckley described her to me, and the way I remember her myself.

Sometimes she'd feed a hungry train crew that got stuck for a long wait on the siding in front of her section shanty, in front of which she had planted sunflowers and hollyhocks. That gal sure could join corned beef and cabbage in holy wedlock. Savory and tasty. And if you ain't never tasted her home-baked apple pie, you just don't know how good a meal can be. I'd been married then to my third wife, Matilda, for about ten years, but after eating some of Rosie's cooking I began to wonder why Matilda couldn't dish up food like that.

Everybody, who knew Rosie agreed that she'd put a lot of go-gitum into the lucky guy who'd finally marry her. Bill damned near fell off the caboose the first time that pert Irish redhead waved back at him, and even blew him a kiss, woman-like. Love took him the hard way. He quit drinking and dating the depot girls. He'd plan for hours to find an excuse for spending ten minutes on the siding in front of her section shanty. In fact, he became so romantic that he almost quit making life miserable for the kid brakeman who worked the caboose end of the train. Almost but not quite.

That rookie, by the way, had all the marks of a greenhorn, including a Trainman's celluloid button as big as a door knob. Yeah, I dimly remember wearing one like that myself when I first joined up and wanted the world to know it. Those buttons had a large B on them, for Brotherhood of Railroad Trainmen, which is why we were called "bees" in rail lingo.

Bill's favorite joke was usually pulled when we were leaving a siding. As the kid got off to throw the switch Bill would collect all the guy's bedcovers. Then—just as the young brakeman began his sprint to catch the tail end of the caboose, after throwing the switch, Bill would toss his bedcovers onto the track. It takes some pretty fast footwork to pick up a quilt here and a blanket there while you're chasing a fast-disappearing crummy. Bill would yell encouragement, cut loose another blanket, and near bust himself laughing at the antics of the poor rear-end shack.

Sometime he'd give the kid the whole bundle at once. That made it harder, because it might roll clear off the right-of-way. Our conductor's weird ideas of humor, such as that, was the reason I stayed on the head-end all the time I braked for him. Most everybody liked the kid because he wasn't a belly-acher. I think Bill liked him, too. He just took that method of showing his affection.

Huh? Yeah, a punch on the kisser might have cured him, but there wasn't many men trying it then—or now. However, as I was saying, love made a helluva big difference in Bill Buckley. He quit most of his fooling. It was when he passed up drinking and began to crab about the high price of furniture that we knew he was sunk.

At Christmas time he bought Jim Dugan a meerschaum pipe. That was tact. I've smelled Dugan's regular pipe. Bill showed me the new pipe, but he kept the things he'd bought for Rosie's hope chest under lock and key. I imagine they was pretty intimate. Bill figured that what he'd get for her for Yuletide that year he wouldn't have to buy her later—which shows he wasn't so dumb.

The feeling between them two was mutual. At least it was at first. You could tell just by looking at 'em. If a girl puts everything she's got into her eyes when she moons at a guy it ain't hard to figure out the answer. Well, she gave him two Navajo blankets. Them blankets are important to this story, as you'll see later on. They was vivid all right. They matched her hair in color and her temper in heat-producing ability.

On top of that, Bill began paying installments on an engagement ring for her. I seen the ring. The stone was plenty big and it had a yellowish cast like a caution signal.

WELL, THE KID who was braking on the hind end finally got tired of being made a monkey of, and he quit. This left Bill in need of a new hind shack. He drawed a long, lean, lanky Texas—a boomer, like the rest of us, but a real he-guy. It was just plumb logical to call him Tex.

Tex was combative by nature. Bill seen him unload a carload of hoboes the first trip he made with our crew. Some of the Weary Willies wanted to argue a bit, but Tex took a pace of about two men a minute—using a Joe Louis left and right. His foot-urging was beyond reproach, too.

With that action picture of the new brakeman firmly impressed upon his mind, Bill didn't pull any welcoming jokes on Tex. He couldn't have done the blanket-at-a-time stunt on him anyhow. Tex traveled, boomer-fashion, with all of his clothes wrapped up in his bed-roll, which he kept tied up and ready to travel elsewhere on short notice.

One night when we was drinking red-eye, steady and sociable, in a saloon, the new man showed me all his clearances. They was arranged in alphabetical order: the Alton, the B&O, the Burlington, the D&RG, the Erie—and so on down to the Santa Fe. All of them was for braking, except the Santa Fe, which was for a job as a conductor, resigned. Tex noticed my surprise when I read that one.

"The one reason I quit running Santa Fe trains was named conductor Buckley," he told me. "It's not the pay that keeps me braking on the Katy."

"What's your play?" I asked.

He laughed. "Stick around. You'll know when you see it." He clinked his glass against mine. "Here's to conductor Buckely—long may he rave!"

We'd just about had enough to drink to be real confidential. Tex told me he was going to make the Union Pacific, get married, settle down, and acquire whiskers—meaning seniority, of course. I was surprised at him mentioning marriage, because a real boomer is the unmarrin'est male there is. Then Tex asked me—man to man, who the Irish redhead was an' what did I know about her and Bill.

I played dumb and asked him which carrot-top. Course, it was Rosie. Tex described her to me. During his description I saw plenty of red semaphores on Bill's mainline. Nobody could describe curves and headlights and equipment like Tex did without having looked and planned a-plenty.

He mimicked the way she walked, and he had her graceful roll down pat. He showed me how she picked up her skirts when she strolled past a tie pile, and tilted her head to listen. The way Tex sighed when he got through telling me that he was gonna quit drinking let me know that Bill Buckley was in for lots of competition.

Figuring that he never had a vacation unless he was changing jobs, Tex took two weeks off to highball romance with a horse and buggy. Bill didn't find out for a month that he himself was headed for the matrimonial sidetrack.

Tex moved in so fast that our skipper saw he'd have to make a quick play, too. He got the Uncle who ran the hock shop, where he'd bought the ring, to let him have possession by promising him a big payment on pay day. That was a mistake. Rosie Dugan wouldn't let him put the ring on her finger. She was square about it, though. She said she didn't know yet for sure which one of them she liked best. Just like a woman.

NATURALLY, Bill was broke up. On the strength of his coming nuptials he'd bought a trunkful of clothes and a new derby hat—on the installment plan. The Uncle wouldn't take the ring back, but insisted that Bill make the payment he'd promised. Bill told the pawnbroker where he'd see him first. That was another mistake.

I got this dope from Bill under a promise to keep mum. I made that promise with mental reservations. The only people I ever told was a half-dozen callboys and about the same number of hostlers. I swore all of them to the deepest secrecy, to make sure that they'd spread her plenty. My reasons

The Way Tex Treated That Mexican Gal, Not to Mention His Unloading a Carload of Hoboes, You'd Hardly Expect Him to Make Time With the Section Boss's Daughter

was that I'd liked the kid which Bill had run off the crew.

Well, the skipper began riding Tex. He tried all the underhanded things he could think of, but the boomer just laughed at him. That put the con in a tough spot. Everybody on the Katy, from the super to the callboys, was aware they was chasing the same girl.

What made it tougher was that almost everybody knew about the caution signal engagement ring and the Navajo blankets and that Bill Buckley had held the mainline until this homely boomer showed up. Doing his work the way Tex did, Bill couldn't fire him and make it stick. Nobody knew that better than Bill himself.

He tried to keep a cheerful front, but the kidding of the Katy forces wore him down. We'd pass blanket-waving crews on one siding, only to find an engineer blessing the wedlock of a fireman and brakeman on the next. Sometimes the fireman would be wearing a red flag on his head in a feeble imitation of Rosie's flaming curls.

Tex got quite a kick out of these little shows, but they soured his conductor. By this time, however, one side of the cupola might as well have been the South Pole and the other side the North Pole, for all the conversation exchanged between them.

When Bill took flowers to Dugan's daughter, Tex brought candy for her. Rosie thrived under this double courting, but she divided her smiles equal in so far as anybody could tell. By this time most of the blanket-waving and the mock wedding was out—all that the crews did was just to show Bill their bare engagement fingers, and shake their heads. Bill's smile became a fixed signal; and bitter words, like those he uses now, began creeping into his vocabulary.

You know now why he don't like boomer brakemen. I'm coming to the trip that did the most to change his disposition. It was pay day. My wife came down to get the check I'd earned, and I kissed her and the check good-by, with mingled feelings of relief and regret. Yeah—the regret was all for the check.

Instead of a check for Bill, there was a note from the trainmaster notifying him that his wages had been garnisheed for non-payment of contract on an engagement ring. This, of course, made him wild. He planned to show up Tex as ridiculous as possible.

One day the chance came. We were all set to pull out of the Dugan siding with a short string of cars. Tex, of course, was over on Rosie's porch while we were waiting for the crack *Bluebonnet* to go past. Instead of joining the party, as per usual, Bill walked up to the engine, where him and the hogger had a confab.

I was just as certain of what Bill would do to the boomer as I was of what my wife would do to my pay check, but there was no chance for me to tip Tex off. Knowing the way the Katy lads roll the *Bluebonnet* though Dixieland, I screwed my hat on for a big wind—and waited.

When the smoke and cinders thinned out after the *Bluebonnet* had passed, I saw that I had the play doped right. As we headed out of that siding Mr. Hogger jammed his Johnson bar down among the oilcans and pulled the throttle out until it was clear past the back of his neck. We pick up speed quick. I swung on about ten car-lengths behind the choo-choo so I could see what would happen. I'm telling you, things happened fast.

TEX WAS WAITING at the switch stand to throw the switch and make his spring for the caboose. Rosie was standing on the front porch of her house watching him. I seen the switch-target change; then a bundle of bed-covers hit the right-of-way. They rolled smack into the front of Rosie's porch—and sort of exploded. In the swirling smoke of our departure that bundle of bedclothes looked like it was on fire.

It couldn't have been a minute later when I seen Tex on top of the caboose. He waved me a snappy highball, which I passed on to the hogger. Tex started walking over the car tops toward me, so I met him halfway.

"Did he pull that corny blanket stunt on you?" I asked innocently.

"Yeah," said the boomer, "but I was set for him. That kid he run off this job was a buddy of mine. The reason I hired out to the Katy was just to get even with conductor Buckely. Of course, I didn't know then that Rosie would come into the picture."

"I reckon I don't savvy yet, Tex," I told him, puzzled like.

Tex set down on the running boards and motioned me down beside him.

"Let's pretend we're looking at the Red River Valley," he said. "Keep your eye peeled on the cupola. This is gonna get good in about a minute."

We didn't have that long to wait. Conductor Buckley popped out of that cupola pronto. Between bellows he waved some of the damnedest washout stop signals I've ever seen. When he finally realized he was just exercising, he tore off his new derby hat and stomped on it until the wind blew it off the caboose top. Then he began to shake his fist—but he stayed on the caboose.

"I've got the air cut out of the doghouse," Tex said comfortably. "He's just found out that he can't pull the emergency airbrake on the hogger. You can figure he's got as much chance of getting a signal to the smoky end as he has of squawking to the T.M."

"But your blankets—" I remind him.

Tex waved a nose-salute to his irate conductor on the caboose top.

"I'm afraid Rosie's feelings are going to be hurt," he explained. "She might tell her papa on Mr. Buckley, too. The fact is, I switched bedclothes with him. Bill has just found out that the covers he throwed in front of Rosie was the blankets she gave him for Christmas. They was wrapped up in my old quilt!"

He damned near died laughing as he said it. And when I caught on, I guffawed so hard that tears ran down my cheeks.

Yes, Tex married the girl. They got two daughters, both redheaded. Pretty as the devil. They're grown women now. I'll see them tonight. General Manager Riley is throwing a little party to celebrate his tenth anniversary as G.M. and inviting a few of his old friends. And here's the clincher: Mr. Riley is the fellow we used to call Tex. Well, I gotta be shoving along now. See ya tomorrow!

Modern streamlined cars of Ringling Bros. and Barnum & Bailey Circus train, shown being eased over Burlington Northern into Omaha last August 21st, sans drama and color of oldtime wagon-loaded flats.

THE HOBBY CLUB

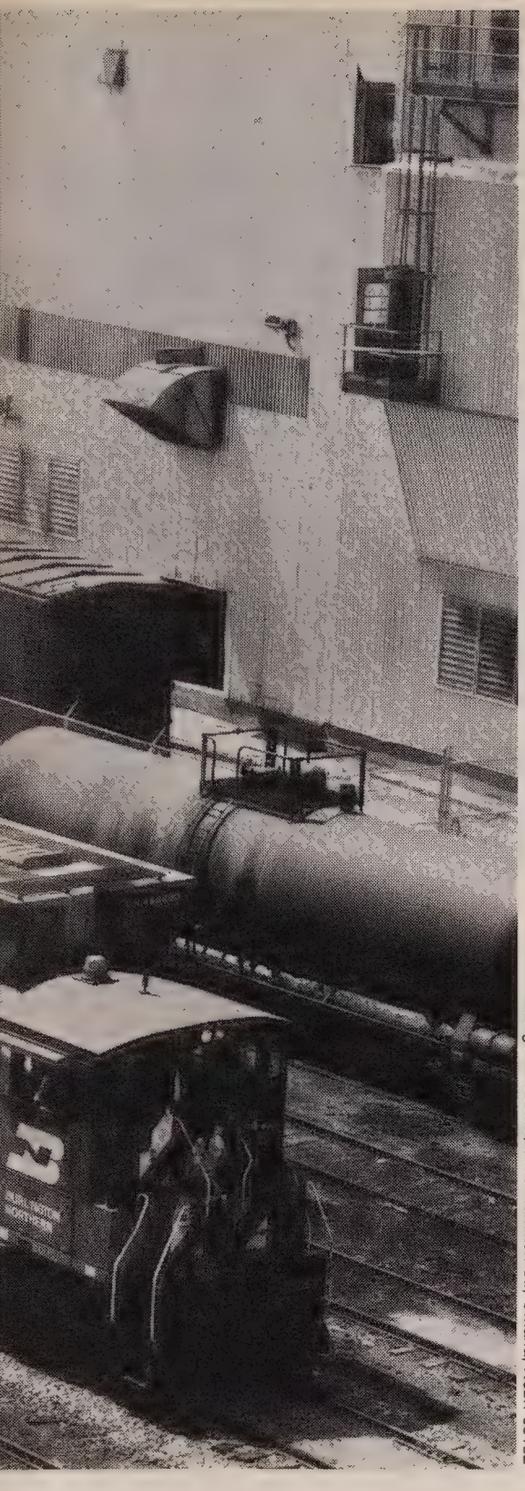
BY SY REICH

AS ANOTHER year winds our mood is reflective. A letter from Denis L. Falter, 5 Emerson Ave., Ferndale, Md. 21061, got us in that frame of mind. Writes Denis, "An acquaintance of mine was both railfan and camerabug. Over some 40 years he had accumulated thousands of photos of railroad subjects in the Northeast. His collection was well cataloged and cross-indexed. I was particularly impressed with action shots of all 139 GG1's in Pennsy livery in one of his many albums. His work also included a comprehensive overview of railroading around metropolitan areas of Boston, New York, Philadelphia, and Baltimore.

"I lost contact for two years, and then found out he had died in his 88th year. While pondering this sad news, I thought, 'What became of that magnificent photo collection?' A relative of the deceased said every one of the photos had been discarded along with other 'junk' in his house. Catching sight of a photo album in this relative's home, I recognized it as the one which had contained the 139 GG1's, but all the pictures had been removed. I was told the albums, minus photos, had been kept because they were valuable. Many railfans are loners, with neither friends nor family appreciating their hobby, thus making a repeat of the above incident more than a possibility."

Denis asks for advice on how other collections might escape a similar fate. It is my belief that as fellow collectors get farther down the lane of life, serious thought should be given to one's railroadiana. If a fan is, or has been, a member of a rail historical society, he might consider willing his collection to that group. Or if it is a local collection unique to his own area, maybe a nearby historical society—it doesn't have to be railroad—might be interested.

If you have a close friend, or have been writing to someone for a long time, and know of his interest in some part of your photo collection, or other



George R. Cockle, 5119 Hamilton St., Omaha, Nebr. 68132

memorabilia, you could unload it by giving outright, or selling it to this worthy party. Assuming you need cash, the professional collector is always there. At best, it is a hard decision to make. But remember that you've probably had your collection for many years and during this time it has given you pleasure. No doubt it represents another era. Now the time has come, as harsh as it may appear, to part with some or all of it. Better plan while you are alive that it gets a suitable new home. This will have to be your decision. I'd like to hear remarks about this subject.

SOUTHERN CALIF. CHAPTER of Railway & Locomotive Historical Society is considering offering a limited number of collector's sets of beautiful Santa Fe and Southern Pacific steam locomotive portraits from the camera of R.P. Middlebrook of San Diego, R&LHS resident director and a rail historian. If the response is good to launch this project, it will be a quick highball to get the show on the road. Phil Middlebrook was a Santa Fe engineman on the Arizona and Los Angeles divisions for over 45 years until his retirement in 1960. He shot almost every steam loco he ever worked on, including the Santa Fe's early Mallets and Compounds. His collection of Espee steam engines also is interesting and varied.

The first set of ten photos to be offered will be early Santa Fe steam types. Handsome 7x11″ doubleweight matted photographic prints will be enlarged from the original negatives and processed for permanency by Chapter member Stan Kistler. Prints will be encased in a folder signed by Phil, with a description of each picture as well as interesting facts about the locomotives and his experiences with them. Jim Wollam tells us that the printing of the excellent marre prints will be limited to 200 copies. When the sets are sold out, that's it. No more will be made. Each set of ten prints will cost $31.60 for members of R&LHS, non-members $35, with shipping cost prepaid in the U.S., Canada, and Mexico. Shipments made to other countries require $2 additional. Profits from sale of these prints will go toward upkeep of the R&LHS exhibit at Pomona, Calif. To get the first set of prints scheduled for release early in 1979, send check to J.E. Wollam, treasurer, Southern Calif. Chapter, R&LHS, P.O. Box 8272, La Crescenta, Calif. 91214.

RAILFAN CALENDARS have begun coming across our desk. Railroadians of America, 270 W. Colfax Ave., Roselle Park, N.J. 07204, offer a 12-monther headed by a 5x7″ cover shot showing New York, Lake Erie & Western No. 805, for 80¢ postpaid. Mid-Continent Ry. Historical Society, North Freedom, Wisc. 53951, offers operating museum photos for each month, 11x14″, spindle bindings, $3.50. A Phil Hastings picture is on the cover. Add $1 if first-class mailing is desired. *Interesting Railfan* Howard Audibert sends a 8½x11″ steam calendar along from Creative Calendar Co., P.O. 10964, St. Petersburg, Fla. 33733, priced at $3.50. Dwight Smith's Conway Scenic 47 is pictured on the cover.

SOME BAD NEWS from Don Greenberg, president, Bangor & Aroostook Technical Society: "Due to circumstances beyond our control, the Society has decided to disband. In order that we may settle accounts outstanding and expedite refunds for unexpired memberships, contact Don Greenberg, 5 Alden Pl., Hartsdale, N.Y. 10530.

However, the blossoming out of two new clubs helped to blow away the gloom. A new group, The Ann Arbor Railroad Historical Society, has been formed. Headed by Duane F. Sumner of Bancroft, Mich.; David L. Mueller of New Baltimore, Mich., and Donald G. Wilson of Cheasaning, Mich., it will publish a news and history bulletin periodically on the AA Railroad. The two main functions of the Society are to aid this railroad when called upon and to research and help in the research of the A.A. Contact Duane, AARHS, Bancroft, Mich. 48414.

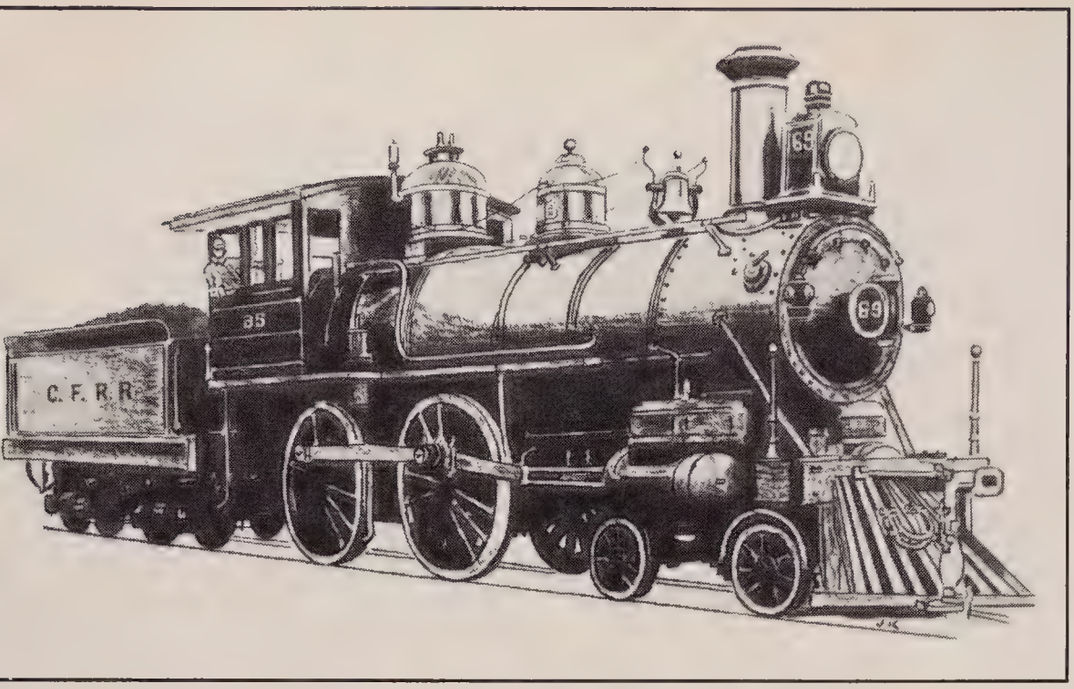
Bill Mueller, 7218 Ryan St., Fayetteville, N.C. 28304, sends us word that another group, the Cape Fear Railroaders, has just been started with 22 members. It meets on the first Wednesday of each month. For more info write Bill at his Tar Heel address.

HOWARD GUCKENBERG, Highland Supper Club, 1301 Miller Trunk Highway, Duluth, Minn. 55811, is looking for copies of *Cinders and Timbers,* a soft-covered book history of the Duluth & Northeastern, published years ago. He wants copies to aid him and the Lake County Historical Society in Minnesota in a project on the story of logging in northeastern Minnesota.

CANADIAN RAILROAD Historical Association's Peter Murphy, ye ed of CRHA's fine organ *Canadian Rail*, writes that the Mary March Museum in Grand Falls, Newfoundland, has literally dug up an addition to its collection—a century-old locomotive that had been buried underground since the late 1930s. Museum curator Glen Stroud says the engine, the first steamer used on Newfoundland rails, is in poor condition but could be restored in appearance but probably not to working condition.

The museum is trying to find out some of the details of the locomotive, which was brought to Newfoundland in 1881 from the Hawthorn-Leslie works in England. She once operated as engine No. 1 on the Harbour-Grace St. John's run but later spent many years operating between Grand Falls, an inland newsprint town, and the seaport of Botwood. In the late 1930's she was stripped and buried behind the newsprint mill at Grand Falls.

WHILE THE WEST MICHIGAN-NRHS with prexy Krupiczwicz and Jim Lindholm, Ernie Hieshetter, and Bill Sweeney, among others, are busy restoring the club's 95-year-old ex-Toledo, Saginaw & Muskegon Ry. depot in Sparta, their newsletter says that official 1978 Michigan railway maps measuring about 32x40″ are now available. The maps show each railroad's route in a different color plus which lines are supported by state funds. New this



(Top) Trade mark of Cape Fear Railroaders, new railfan club in North Carolina.
(Bottom) R&LHS's Phil Middlebrook rode many a Santa Fe Mallet.

year is a map of metropolitan Detroit on the reverse side. Contact Railroad Planning Section, Dept. of State Highways and Transportation, P.O. Box 30050, Lansing, Mich. 48909.

AND THE LETTERS pile up. William Pierce, RFD 3, Meadville, Pa. 16335, collects railroad uniform buttons and wants to hear from other collectors for selling and trading. Tim Manly, 6678 Dogtown Rd., Coulterville, Calif. 95311, is looking for a "Sangamo Special" pocket watch or any other railroad pocket watch chains, or fobs. Retired railroad switchman John Gilbert, Rte. 1, Box 185, Telephone, Texas 75488, wants to buy a passenger train step.

J.J. Shuba, 2249 Woodland Trace, Youngstown, Ohio 44515, is in the market for switch locks and keys, railroad lanterns, stationery, pencils, and Brotherhood pins or buttons. Tom Campbell, 295 E. 34th St., San Bernardino, Calif. 92404 has 4x5" black and white negs and 35mm color slides of southern Calif. diesels for trade. Edward A. Lewis, The Baggage Car, Box 223, Strasburg, Pa. 17579, has a new book, *The Do Lines,* covering new shortline railroads formed to take over branches unwanted by Conrail. Another one of Ed's interesting books with slick paper.

ROD DURKES and Sunrise-NRHS members are happy with the acquisition of a new ex-Long Island car from MTA, due for transfer to Black River & Western for work and inspection. This has been a busy and productive year for Sunrise, what with the new car and *Interesting Railfan* Bill Withuhn casting his weight to make a success out of the 35 project. Bill is still scratching his head about the ex-LIRR Ten-wheeler sans whistle. How could anyone do such a clean job within hearing? wonders Bill. A pretty lousy trick, sez I.

And while we are mentioning LIRR, a good place to visit, on a pleasant weekend or any day, is the Long Island Rail Road Historical Museum on track 7 at the LIRR's Flatbush Ave., Brooklyn, terminal. The museum, featuring various safety displays and railroad memorabilia in two vintage passenger coaches, was opened last June by the Metropolitan Transportation Authority. One of the two restored 1913 railroad cars features a 15-minute color slide presentation entitled, "What Makes the Train Run?"—a safety show produced by the LIRR Customer Relations and Community Affairs Department. The presentation gives a brief history of railroading, combined with an explanation of how the LI benefits youngsters, their families, and the community.

Dangerous practices to be avoided by youngsters are also described. Key to the presentation is a review of the perils of the third-rail. The young viewers also are cautioned against playing on the tracks or platforms, tampering with equipment, playing near trains, ignoring warning gates, and throwing any objects at trains. The latter would be a good film to show at schools.

The second showcase car contains an exhibit of LIRR memorabilia, including tickets and maps dating back to the early 1900s. A portion of this car is dedicated to many old and new photographs of LIRR equipment and a reconstructed portion of an old-time parlor car. A highlight of the display is a 30-foot HO scale working model of a typical LIRR operation, complete with trains that operate through farm, factory, and residential areas. The two cars, MP 54s, did yeoman service on the road until 1969, when they were retired. They have been overhauled, refinished inside and out, with each car painted in its original color of Tuscan red with gold-leaf lettering. The museum is open to the public daily free from 10 a.m. to 6 p.m.

KIND OF HARD to top the donation by the Esper Roy family of Chattanooga, Tenn., to Tenn. Valley Railroad Museum's Locomotive 6900 Fund. Five years ago Esper Roy said he couldn't go out and do physical work on the locomotive, but he could make monetary contributions to enable younger, stronger members to have the materials needed to restore 6910. The family's total contribution to this worthy project over the past five years was a cool $1,000. There's a thought here for members of other clubs who want to see projects completed but lack the brawn and contribute via the check route with the hope that enthusiastic youth, or those of more robust health will complete the program.

BOOKS OF THE RAILS

BY GORTON T.H. WILBUR

Thousands turned out along the line during summer of 1947 to see Monon's "Centennial Special."

Monon Route, by George W. Hilton, 323 pages, 8½x11¼", hardbound, photos, loco roster, scale drawings, maps, timetables, Howell-North, $18.50. (Available from Railroad Magazine Book Service.)

Thinking of the Monon recalls an old friend, the late John W. Barriger III, an alumnus of the Chicago, Indianapolis & Louisville, who, shortly after WW II, did much to modernize that road, the Monon, and bring a new sense of responsibility along its route. I'm glad the late Elmer Sulzer, a Hoosier rail author, comes in for mention, too. Rail historian George W. Hilton, author of *The Ma & Pa, Great Lakes Car Ferries,* and *The Night Boat,* has done a creditable job on the long-neglected Monon. It is a good historical account of a fine old line that began with the New Albany & Salem over 138 years ago.

The sharp slick-paper photos are bound to please Monon steam and diesel fans. Fellows like Sy Reich should delve into its engine roster with much glee. Timetable enthusiasts reading this volume can dream of an era that used to be.

Writes Professor Hilton: "It is a source of genuine regret to me that neither John Barriger nor Elmer Sulzer lived until the completion of the book. I am indebted to both their widows for assistance in drawing on their extensive collections. The enthusiasm at the prospect of contributing to a book on the Monon seemed to me exceptional, and much more than coincidental. Partly because of the Monon's identification with Indiana's excellent universities and liberal arts colleges, partly because of its long history, and partly because of the difficult economic and engineering problems of its survival, the Monon inevitably attracted a large number of enthusiasts who had learned about it, and who were eager to contribute to its historical record. The Monon may have been unfortunate in its origins, but it was fortunate in its enthusiasts."

Rails in The Northwest, by Ronald C. Hill and Dave Stanley, 80 pages, 8½x9¼", softbound, captioned photos, Johnson Publishing Co. for Colorado Railroad Museum, $9.50. (Available from Railroad Magazine Book Service.)

If the photos within this top-quality volume were glossy and colored, the album would verge on the spectacular. The colored cover shot showing a quartet of SD40-2's highballing a CP Rail time freight westward across the Ottertail River near Field, B.C., in August, 1977, sent me. I had hoped for that type of follow-through inside the book. However, even with black and white, the views are dramatic enough to get the feel of railroading in the Pacific Northwest. Many of these areas are familiar to me and I, for one, looking from train windows, can attest to the terrific scenic areas traversed by these rail lines.

Interesting Railfan Howard Fogg remarks that "the authors' cameras have captured a fine variety of locations from Feather River Canyon to Rogers Pass, from Tacoma to Butte. Mountains, lakes, canyons, rivers and even the semi-desert reaches of southeastern Oregon are to be seen and enjoyed. The railroads illustrated are as appealing and varied as the many landscapes of the region. Within an inescapable glance of approval toward Cajon, Tehachapi, Raton, and Tennessee Passes, I submit that the railroading and scenery of the Pacific Northwest are the absolute zenith, the Valhalla of train-watching in the whole of North America! It may well be that the mainline of the Canadian Pacific from Calgary to Vancouver offers the single most spectacular train-watching experience of all."

Train Shed Cyclopedia, No. 64: Locos of the 40's & 50's (Diesel). Part 9 from the 1941 Loco. Cyclopedia and Railway Mechnical Engineer, 64 pages, softbound, 8¼x11½", reprinted from original editions, pix, specs, scale drawings, text matter, $4.50, published by Newton K. Gregg, (All these cyclopedias available from Railroad Magazine Book Service.)

Train Shed Cyclopedia, No. 65: Passengers, Postals & Motor Cars (Part 4) from the 1925 Car Builders Cyclopedia, 64 pages, softbound, 8¼x11½", reprinted from original editions, scale drawings, pix, specs, text matter, $4.50.

Train Shed Cyclopedia, No. 66: Locos of the 40's & 50's (Electrics and Turbines) Part 10 from the 1941 Loco. Cyclopedia and Railway Mechanical Engineer, 64 pages, softbound, 8¼x11½", reprinted from original editions, pix, specs, scale drawings, text matter, $4.50.

Periodicals and Journals

B&M Bulletin, edited by J. Norman Longhi for the Boston & Maine Historical Society, Inc., P.O. Box 302, Reading, Mass. 01867. Published quarterly, $2.50. The B&MRRHS is a non-profit historical and educational organization and is not affiliated with the Boston & Maine Corp. or any of its corporate predecessors. Membership is $10 annually. Contact membership secretary, P.O. Box 369, Belmont, Mass. 02178. I enjoyed the Summer issue's article by Railway & Locomotive Historical Society Treasurer H. Arnold Wilder, "Remember . . .? The East Wind," and "How Many of You Came Down on the Train Today?" by Harry A. Frye. Memories of the old Brockton Fair and the staged locomotive head-ons were stirred by H. Bentley Crouch's article, "Shoe City Spectacular." All pix are on glossy paper and very good. Diesel fans will be interested in B&M diesel roster-Part IV.

Historic Preservation, April-June, 1978, edited by Terry B. Morton for National Trust for Historic Preservation, 740-748 Jackson Place N.W., Washington, D.C. 20006. *Historic Preservation* is published quarterly for members. Dues $3 include one year subscription. Individual copies $1. This issue carried two rail articles, well illustrated: "Hear That Whistle Blow Again," by Karl R. Zimmerman, and Herb Harwood's "The Train Stopped Here." The cover in full color shows ex-Southern 4501 hauling an excursion from Alexandria, Va., and a close up of Cass Scenic Shay with pop blowing off.

Wheel Clicks is edited by Marti Ann Draper for Pacific Railroad Society, Inc., Box 8726, San Marino, Calif. 91108. Membership, $10 annually, gives you 12 issues of this glossy-paper Western journal with news of railroad operations, club trips, and history.

The Railway Historical Monograph is edited by *Interesting Railfan* Wm. F. Rapp, with pix, maps, drawings, text; J-B Publishing Co., 430 Ivy Ave., Crete, Neb. 68333; $6 annually, published quarterly, $2 single copy. Good offset journal of railroad and trolley history.

Short & Narrow Rails, published quarterly by editor and owner Bill Jensen, Flag Stop, Coon Valley, Wisc. 54623. $4 year U.S. and Canada 3rd class, $6 1st class, $6 all other countries, surface $10; all other countries via air. This is a new magazine (glossy paper) on shortline and industrial railroads with model articles and scale drawings.

Our Discount Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any railbook in the English language, if it is still in print. Allow scx weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 25 percent because of high postage. On all American orders add 10 percent per book for postage, etc. The books are available only by mail through Railroad Magazine Book Service, 150 East 58th Street, New York, N.Y. 10022.

	List Price	Our Price
GRAND TRUNK WESTERN RAILROAD, by Patrick C. Dorin	$14.95	(14.25)
THE BEST OF B&O, by Herbert H. Harwood, Jr.	$12.00	(11.40)
VANISHING MARKERS, by Ralph E. Fisher	$14.95	(14.25)
PENNSYLVANIA'S K-4 LOCOMOTIVE, by Harry P. Albrecht	$ 3.25	(3.10)
MORE RAIL CLASSICS, edited by W.C. Jones and Chas. Alby	$16.50	(15.75)
DL&W RR IN THE 19TH CENTURY, by Thomas T. Taber	$25.00	(23.75)
RED FOR DANGER (revised), by L.T.C. Rolt	$11.95	(11.35)
UPTOWN, DOWNTOWN, by Stan Fischler	$12.95	(12.35)
TRAINS OF NORTHERN NEW ENGLAND, by John Krause	$ 7.50	(7.15)
RAILROADIANA COLLECTOR'S PRICE GUIDE, by Stanley Baker	$ 4.95	(4.70)
DENVER, SOUTH PARK & PACIFIC, by M.C. Poor (Memorial Edition)	$24.00	(22.80)
ACROSS NEW YORK BY TROLLEY, by Frederick A. Kromer	$ 3.95	(3.75)
RIO GRANDE'S GLORY DAYS, by Gilbert A. Lathrop	$10.95	(10.40)
VAN HORNE'S ROAD, by Omar Lavallee	$24.95	(23.75)
MAKIN' TRACKS, by Lynne R. Mayer	$25.00	(23.75)
THE AMERICAN RAILROAD PASSENGER CAR, by John H. White	$45.00	(42.75)
THE STORY OF THE CALIFORNIA ZEPHYR, by Karl R. Zimmerman	$10.95	(10.40)
NARROW GAUGE PORTRAIT: SOUTH PACIFIC COAST, by Bruce MacGregor	$16.50	(15.75)
LOST PLEASURES OF THE GREAT TRAINS, by Martin Page	$16.95	(16.10)
GRAND CENTRAL: WORLD'S GREATEST RAILWAY TERMINAL, by W.D. Middleton	$17.95	(17.05)
RAILROADS OF ARIZONA (Vol. 1: Southern Roads), by David Myrick	$19.50	(19.00)
1978 STEAM PASSENGER SERVICE DIRECTORY	$ 3.00	(2.85)
CANADIAN NATIONAL RAILWAYS' STORY, by Patrick Dorin	$14.95	(14.25)
COACH TRAINS AND TRAVEL, by Patrick C. Doran	$14.95	(14.25)
THE SOUTH PARK LINE: CONCISE HISTORY	$14.75	(14.20)
MILE-HIGH TROLLEYS (Second Edition)	$12.95	(12.35)
PENNSY STEAM AND SEMAPHORES, by Fred Westing	$14.95	(14.25)
SOUTH SHORE: America's Last Interurban, by William Middleton	$14.95	(14.25)
EARLY MOTIVE POWER OF B&O, by Snowden Bell (reprint)	$ 8.95	(8.5)
CINCINNATI & LAKE ERIE RR, by Jack Keenan	$18.95	(18.05)
DECADE OF THE TRAINS, by Don Ball, Jr., and Rogers E.M. Whitaker	$12.95	(12.35)
COLORADO RAILROADS, by T.W. Wilkins	$24.95	(23.75)
QUEEN & CRESCENT ROUTE, by Edward Gardner	$ 5.00	(4.75)
RAILROADS OF NEW JERSEY, by Richard Hyer	$15.95	(15.20)
ERIE LACKAWANNA EAST, by Karl R. Zimmermann	$ 3.95	(3.75)
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$10.00	(9.50)
PULLMAN AND PRIVATE CAR PICTORIAL, by Robert J. Wayner	$ 8.50	(8.15)
LACKAWANNA RAILROAD No. 1, by Edward Gardner	$ 5.00	(4.75)
LACKAWANNA RAILROAD No. 2, by Edward Gardner	$ 4.95	(4.75)
TWILIGHT OF WORLD STEAM, by Mike Eagleson and Ron Ziel	$ 4.95	(14.25)
NARROW GAUGE RYS. OF CANADA, by Omar Lavallee	$14.95	(14.20)
MILWAUKEE ROADS WEST, by Wood	$14.95	(14.25)
HETCH HETCHY AND ITS DAM RAILROAD, by Ted Wurm	$13.50	(12.82)
THE RAILROAD SCENE, by William Middleton	$13.95	(13.25)
BESSEMER & LAKE ERIE, 1869-1969, by Beaver	$13.95	(13.25)
CANADIAN NATIONAL STEAM POWER, by Clegg and Corley	$16.95	(16.10)
EVERYWHERE WEST: THE BURLINGTON ROUTE, by Patrick C. Dorin	$14.95	(14.25)
HISTORY OF RAILROAD ACCIDENTS	$14.50	(13.75)
THOSE DAYLIGHT 4-8-4's, by Robert J. Church	$18.50	(17.60)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	(8.50)
PENNSY POWER, by Alvin F. Staufer and Bert Pennypacker	$22.95	(21.80)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 6.50	(6.20)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	(7.15)
HORSESHOE CURVE AND ALTOONA, by Harry P. Albrecht	$ 4.50	(4.25)
ROUTE OF THE WARBONNETS, by Joe McMillan	$18.95	(18.05)
THE ULSTER & DELAWARE, by Gerald M. Best	$14.95	(14.25)
THE COLORADO ROAD, by F. Hol Wagner, Jr.	$15.00	(14.25)
NARROW GAUGE TO REDWOODS, by Dickson	$10.00	(9.50)
SUPER POWER STEAM LOCOS, by R.J. Cook	$12.95	(12.30)
SNOWPLOW, by Gerald M. Best	$ 6.00	(5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	(6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol. I	$ 8.95	(8.50)
THE TRAINS WE RODE, Beebe-Clegg, Vol. II	$17.50	(16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	(5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	(15.65)
LEHIGH VALLEY RAILROAD: ROUTE OF THE BLACK DIAMOND	$17.50	(16.60)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	(5.70)
THE MA & PA, by George W. Hilton	$ 6.00	(5.70)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	(10.90)
JANE'S WORLD RAILWAYS	$72.50	(68.90)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	(5.65)
CIVIL WAR RAILROADS & MODELS, by E.P. Alexander	$15.95	(15.15)
THE GREAT TRAINS, by Bryan Morgan	$35.00	(33.25)
CHICAGO SURFACE LINES, by Alan R. Lind	$17.50	(16.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	(8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$ 6.50	(6.15)
THE YELLOW CARS OF LOS ANGELES	$27.50	(26.10)

SWITCH LIST

All ads in this section cost 35¢ a word (minimum 25 words), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill O'Brien, advertising manager, Railroad Magazine, 150 E. 58th Street, New York, N.Y. 10022. Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Jan. issue closed Nov. 15.)

RAILROAD EMBLEM DECORATED wall plaques, handcrafted miniatures, 26 tackboard miniatures, mounted, 7x8″ in. 9 large approx. 16″. Send for description, prices.—Wm. S. Alcavage, 311 Kearsarge Ave., Camden, N.J. 08104.

RAILROAD ARTIFACTS: Send SSE for December list. Six SSE's for next six lists. Buying-selling railroad china, silver, locks, badges, etc. 1131 Maryvale Dr., Cheektowaga, N.Y. 14225.

KEN KOGAN, Box 130, Lafayette Hill, Pa. 19444, buys old stagecoach passes, any Western documents or memorabilia, railroad robbery reward posters.

JULY 1883 OFFICIAL RAILWAY GUIDE TO COLORADO. Attractive 120-page reprint of rare historical guide. Timetables of Colorado railroads and connections. Fare schedules, descriptions, and woodcuts of scenic attractions and much more. $7 postpaid—Mobile Post Office Society, 4621 Don Jose Dr., Tucson, Ariz. 85718.

NEW YORK CENTRAL 1979 CALENDAR. A different photo each month. Historical dates noted. $3 each. (Ohio residents please include 17¢ sales tax.)—New York Central System Historical Society, Inc., P.O. Box 10027, Cleveland, Ohio 44110.

COMING SOON: "Fonda, Johnstown & Gloversville Railroad," revised, plus "Cooperstown Railroad's Buffalo-Lake Erie Traction," $2.50. 94 years Rochester Railways, two volumes, $7.50-$8.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

FOR SALE: Scale HO and O gage trolleys, kit and custom-built, for the estate of the late Reynolds S. Galbraith, Co-Founder of the Arden Trolley Museum, former Editor of the Train Collectors Quarterly. List for large SSE.—Lou Redman, agent, 7115 Church Ave., Pittsburgh, Pa. 15202.

TRAIN COLLECTORS' BUCKLES, solid bronze. Limited editions. Collectors' items. Guaranteed. $20 plus $1.25. Other railroad memorabilia and buckles. Details SSE.—R.T. Smith, 1611 Oakwood Ave., Akron, Ohio 44301.

WANTED: Canadian Pacific Railway dining-car silverware, glassware, and china for new railway museum. Please furnish full description, condition, price desired.—Railway Museum at Cranbrook, Box 400, Cranbrook, B.C., Canada, V1C 4H9.

WANTED: Original slides of Bicentennial locos, equipment. Also slides, passes, books, other memorabilia of circus trains; 1947, 1976 Freedom Trains.—George R. Barker, R.D. 3, Cook Rd., Ballston Lake, N.Y. 12019.

BACK ISSUES: Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman, Model Trains, others. SSE for list.—J. Alker, 1054 Mayflower Court, Martinsville, N.J. 08836.

I HAVE A HUGE STOCK of L&N, Monon, and Indianapolis Belt Ry., waybills, orders, registers, interchanges, switch lists, and many other kinds of forms. For $10 I will send a mixture of all the forms.—Todd Andrews, 4427 Camelot Lane, Carmel, In. 46032.

LANTERNS, SWITCH KEYS, LOCKS, etc. Send long SSE for 6 lists per year.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

FOR SALE: Back issues of Railroad and Trains magazines. SSE for list. Lackawanna trainman's suit coat, size 42. Complete with all buttons. Worn twice. Like new. Best offer by Jan. 15, 1979. Minimum offer $50.—Robert E. Padgett, Rte. 1, Box 218, Banks, Oregon 97106.

TROLLEY TRAILS THROUGH THE WEST: New illustrated editions 8½x11. Vol. 1, Yakima, Vol. 2, Seattle, Vol. 3, Portland, Vol. 4, Tacoma, Spokane, Bellingham. $3 each.—Wilson Bros. Publications, Box 712rr, Yakima, Wa. 98907.

MAGAZINES BOUGHT/SOLD: All railroad oriented periodicals, including fan club and model magazines. SSE for list.—C.N. Vallette, 1026 Claire Ave., Huntingdon Valley, Pa. 19006.

SPECIAL COMMEMORATIVE RAILROAD BOOK covers railroads and traction in Calif., Arizona, Nevada, western Utah, 76 pages, recent railroad historical information, excursions, events, 150 photos of steam, diesel, and electric operations. 8½x11 inches. Send only $4.50 to Pacific Railroad Society, Inc., Box 8726, San Marino, Calif. 91108.

CHICAGO GREAT WESTERN SCRAPBOOK, 24 pages of rare postcard views and timetable reproductions, $1.50 postpaid.—Ed Gardner, 22 Garden Ave., Mountaintop, Pa. 18707.

I SELL AND BUY ALL TYPES of railroadiana. Recently acquired much Erie material. SSE with specific requests.—Nestle's Railroadiana, R.D. 2, Greenwich, N.Y. 12834.

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1904 ALCO BOOK Reproduction of American Locomotive Co. booklet describing its locomotives at the 1904 Louisiana Purchase Exposition, 46 pages, illustrated, builders' negatives. Send for catalog, 150 pages, illustrated, $3.50. Alco Historical Photos, P.O. Box 655, Schenectady, NY 12301.

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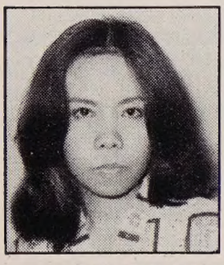

(L-R) Gloria Quimco. Luzvisminda Reyes

Pen Pals Wanted

(No charge for listing here)

Louis A. Schaeffer, R.R. 1, Durant, Iowa 52747, collects, restores old toy trains, clocks, kerosene lamps, music boxes, etc.; will write to those with common interests.

Miss Luzvisminda B. Reyes (age 19), 21-1 P. del Rosario St., Cebu City, Philippines 6401; college student, enjoys music, reading, writing to pen pals.

Victor Conte (age 35), 1581 E. 24 St., Brooklyn, N.Y. 11229; will correspond with Cincinnati's PCC's ex-motormen.

Miss Gloria Quimco (age 28), 044 Public Market, Pablacion Valencia, Bukidnon, Philippines.

S.J. Cupyrno, 4214 Dupont Ave. North, Minneapolis, Minn. 55412; trades switch keys with other collectors, especially in New England.

Miss Mercy Cabajar (age 20), 20 V. Rama St., Cebu City, Philippines 6401; student stamp collector, plays guitar, crochets, loves to read.

Vic Hobbs (age 40), 7 Osborne Rd., Swanage, Dorset, England; Australian-born rail enthusiast, interests include photography, model railroads; will swap photos, magazines, railroadiana.

Miss Rosalinda Sierras Polan (age 22), 11-Salvador St., Labangon, Cebu City, Philippines 6401; banking and finance student likes dancing, singing, badminton.

Andy Reddy, 1540 Billington Rd., East Aurora, N.Y. 14052; U.S.-Canadian rail enthusiast will write to fellow hobbyists.

Miss Tessie M. Balicas (age 20), Tamlang, Escalante, Negros Occidental, Philippines; student wants foreign friends; cooks, sings, reads.

Dieter Pockel (age 30), DDR-7033 Leipzig, Hauptpostamt 7033, P.O. Box 72, Germany/GDR; German engineer collects photos, stamps, models. Will write in English to fellow hobbyists.

Azucena Daan (age 21), 280-D Tupas St., Cebu City, Philippines 6401; enjoys swimming, dancing, cooking, volleyball.

Bob Yarger, 60 Smith St., St. Albans, Vt. 05478; interested in today's steam locomotives.

Lolita Montiadora (age 23), 301 Aguado St., San Miguel, Manila, Philippines 2804; active in swimming, volleyball.

Arnold L. Cain, Ward 2-1, San Antonio State Chest Hospital, Highland Hills Station, San Antonio, Tex. 78223; SP retiree wants to hear from his old SP buddies.

Merlita M. Cabusor (age 17), Biliran, Leyte Philippines 6906; college student likes sports, dancing, reading.

Miss Teresita Flores (age 25), 17-A Lakandula St., Cebu City, Philippines 6401; enjoys cooking, housekeeping, writing to pen pals, especially older men. ●

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